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The City Of
West Sacramento

General Plan



Policy Document

CITY OF WEST SACRAMENTO

GENERAL PLAN

POLICY DOCUMENT

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INTRODUCTION

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THE CITY OF WEST SACRAMENTO

West Sacramento is located in eastern Yolo County between the Sacramento River on the east and the Yolo Bypass on the west. It lies immediately across the Sacramento River from the city of Sacramento and is approximately 85 miles east of San Francisco. Interstate 80 runs through the northwestern part of the city; Business 80 bisects the city, running east-west through the center of town; and Interstate 5 runs north-south through the city of Sacramento just across the river. The city limits of West Sacramento encompass what, before the City's incorporation in 1987, were the four separate communities of Broderick, Bryte, West Sacramento, and Southport.

PURPOSE AND NATURE OF THE GENERAL PLAN

A general plan is a legal document, required by state law, which serves as a community's "constitution" for development and the use of its land. It must be a comprehensive, long-term document, detailing proposals for the "physical development of the city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (*Government Code* §65300 et seq.). Time horizons vary, but the typical general plan looks 10-20 years into the future.

The law specifically requires that the general plan address seven topics or "elements." These are land use, circulation (transportation), housing, conservation, open space, noise, and safety. The plan must analyze issues of importance to the community, set forth policies in text and diagrams for conservation and development, and outline specific programs for implementing these policies.

Preparing the general plan can be viewed as an activity which sharpens and focuses the many concerns of citizens within the community and provides a structure by which these often conflicting concerns can be forged into a common vision of the future. By focusing attention on the issues facing the community and placing them in an expanded time frame, the general plan helps citizens to see their community as a complex system--a living entity that grows and responds to problems and opportunities--and it helps to guide the community along an agreed-upon course.

On a more concrete level, preparing, adopting, and maintaining a general plan serves the following purposes:

- To establish within local government the capacity to analyze local and regional conditions and needs in order to respond effectively to the problems and opportunities facing the community;
- To identify the community's environmental, social, and economic goals;
- To record the local government's policies and standards for the maintenance and improvement of existing development and the location and characteristics of future development;
- To provide citizens with information about their community and with opportunities to participate in the local planning and decision-making process;

- To improve the coordination of community development and environmental protection activities among local, regional, state, and federal agencies; and
- To establish a basis for subsequent planning efforts, such as preparation of specific plans, redevelopment plans, and special studies, to deal with unique problems or areas in the community.

While the general plan sets out policies and identifies ways to put these policies into action, the actual implementation of the plan is a complex and lengthy process in its own right. As with piecing together a puzzle, local officials must take many separate, but interconnected actions according to the direction set out in the general plan. These various actions rest on two essential powers of local government: corporate and police powers. Using their "corporate power," local governments collect money through bonds, fees, assessments, and taxes, and spend it to provide services and facilities such as police and fire protection, streets, water systems, sewage disposal facilities, and parks. Using their "police power," local governments regulate citizens' use of their property through zoning, subdivision, and building regulations in order "to promote the health, safety, and welfare of the public." The general plan provides the framework for the exercise of these powers by local officials. By virtue of state law and case law, all zoning, subdivision, and public works decisions must be consistent with the general plan.

PREPARATION OF THE GENERAL PLAN

This is the City of West Sacramento's first general plan. Prior to incorporation in 1987, land use in the area of West Sacramento was governed by the *Yolo County General Plan*. Upon incorporation, the City adopted on an interim basis the *Southport Area Plan* and the Land Use Element of the *East Yolo Area General Plan* as its official general plan. Upon its adoption, this Plan replaces these interim documents as the official guide for development in West Sacramento.

The City's General Plan Program was initiated in December 1987 when the City retained a multi-disciplinary consulting team headed by J. Laurence Mintier & Associates to assist the City in its general plan effort. The first step in the process was preparation of a *Community Concerns Summary Report* based on a townhall meeting in January 1988, a series of interviews with City officials and community groups, and responses to a widely distributed survey form.

As the foundation for policy development, the consulting team subsequently prepared a detailed *Background Report* describing existing conditions and trends in West Sacramento. The *Background Report* includes chapters on land use, housing, population, economic conditions and fiscal considerations, transportation and circulation, public facilities and services, recreational and cultural resources, natural resources, health and safety, urban structure and design, and child care. The report also includes the *Community Concerns Summary Report* as an appendix.

The next major step in the process was to identify key issues and options for the general plan and summarize them for public review. These issues and options focused on what the consulting team believed would be the most important policy, program, land use, circulation, and development concerns to be addressed in the general plan.

These issues and options were based largely on the findings in the *Community Concerns Summary Report* and the *Background Report*. They were, however, also the result of extensive discussions among consulting team members and with City officials, other public agencies, industry groups, property owners, developers, community groups, and individual citizens.

Following its release, the *Issues and Options Report* was reviewed for the public at two townhall meetings in September 1988 and considered by the Planning Commission and City Council in an extensive set of hearings and workshops. During October and November 1988, the Planning Commission met five times to review the *Issues and Options Report* and receive public testimony. The City Council in turn held four meetings during November and December 1988 to review the *Issues and Options Report* and receive public testimony. On December 21, 1988, the City Council made its final recommendations on the *Issues and Options Report*. For each issue discussed in the *Issues and Options Report*, the City Council selected one or more options, in some cases combining options and in other cases modifying the options.

Based on the City Council's direction and in cooperation with City staff, the consulting team prepared the draft goals, policies, and implementation programs and land use and circulation diagrams constituting the *Policy Document* of the *General Plan*. At the same time, the consulting team prepared a *Draft Environmental Impact Report* (EIR) to meet the requirements of the California Environmental Quality Act and a *Draft Fiscal Analysis* and *Draft Major Projects Financing Analysis*. These documents were released for public review during April-June 1989.

During April to August 1989, the Planning Commission met eight times to review the various General Plan documents and receive public testimony. Subsequently, during August to December 1989, the City Council met 17 times to review the various General Plan documents and receive public testimony.

Based on the direction set out by the City Council in December 1989, the consulting team revised the General Plan documents. Following public hearings by the Planning Commission and City Council in April the City Council adopted the *General Plan* on May 3rd, 1990.

Throughout the general plan preparation and review process, the City made every effort to notify the public and community groups of opportunities to be involved in the process. Public hearings were formally noticed in local newspapers; the City made several direct mailings to West Sacramento property owners and organizations; the City mailed a General Plan brochure including a draft land use diagram to every West Sacramento household and business in September 1989; and West Sacramento newspapers regularly carried topical articles on the progress of the General Plan Program.

ORGANIZATION OF THE GENERAL PLAN

The *West Sacramento General Plan* consists of two documents: the *General Plan Background Report* and the *General Plan Policy Document*. The *General Plan Background Report* inventories and analyzes existing conditions and trends in West Sacramento. The *Background Report*, which provides the formal supporting documentation for general plan policy, addresses eleven subject areas: land use; housing; population; economic conditions and fiscal considerations; transportation and circulation; public facilities and services; cultural and recreational resources; natural resources; health and safety; urban structure and design; and child care. The *Background Report* also includes as an appendix the *West Sacramento General Plan Community Concerns Summary Report* prepared following the issue identification process carried out in early 1988.

The *General Plan Policy Document* includes the goals, policies, standards, implementation programs, quantified objectives, land use diagram, and circulation plan diagram that constitute the formal policy of the City of West Sacramento for land use, development, and environmental quality. The following definitions describe the nature of the statements of goals, policies, standards, implementation programs, and quantified objectives as they are used in this document:

Goal: *The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.*

Policy: *A specific statement in text or diagram guiding action and implying clear commitment.*

Standard: *A specific, often quantified guideline, incorporated in a policy or implementation program, defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.*

Implementation Program: *An action, procedure, program, or technique that carries out general plan policy. Implementation programs also specify primary Responsibility for carrying out the action and a time frame for its accomplishment.*

Quantified Objective (Housing only): *The number of housing units that the City expects to be constructed and the number of households the City expects will be assisted through Housing Element Programs during the time frame of the Housing Element.*

The *General Plan Policy Document* is divided into two main parts. Part I describes the designations appearing on the *Land Use Diagram* and outlines the standards of population density and building intensity for these land use designations. Part I also contains a diagram depicting the proposed circulation system, a description of the street classification system, and a diagram showing street cross-section standards.

Part II contains explicit statements of goals, policies, standards, implementation programs, and quantified objectives. Part II is divided into sections roughly corresponding to the organization of issues addressed in the *General Plan Background Report*. These are: I. Land Use; II. Housing; III. Transportation and Circulation; IV. Public Facilities and Services; V. Recreational and Cultural Resources; VI. Natural Resources; VII. Health and Safety; VIII. Urban Structure and Design; IX. Child Care; and X. Administration and Implementation.

Each section includes several goal statements relating to different sub-issues or different aspects of the issue addressed in the section. For each goal statement there are several policies which amplify the goal statement. Implementation programs are listed at the end of each section and describe briefly the proposed action, the agencies or departments with primary Responsibility for carrying out the program, and the time frame for accomplishing the program. The housing section also includes a statement of quantified housing objectives, required by state law as part of the housing element.

The policies and implementation programs in Part II use the words "shall" and "should" with specific intent. The word "shall" indicates a commitment that will be honored, subject to some interpretation and within the limits of financial feasibility. "Should" signifies a more general directive that will be honored in the absence of compelling, countervailing considerations.

In addition to the *Background Report* and *Policy Document*, an *Environmental Impact Report* analyzing the impacts and implications of the *West Sacramento General Plan* was prepared and certified prior to adoption of the Plan. The *EIR*, which is not a formal part of the *General Plan*, was prepared to meet the requirements of the California Environmental Quality Act. The final *EIR* has been adopted as a Master Environmental Assessment (MEA) to facilitate and streamline the CEQA review process for subsequent projects. A *Fiscal Analysis* and a *Major Projects Financing Analysis* were also prepared in conjunction with the *General Plan*.

Figure 1 shows the relationship among the various documents prepared as part of West Sacramento's General Plan Program.



The following is a summary of the findings of the study. The study was conducted in order to determine the effect of the independent variable on the dependent variable. The results of the study are as follows:

The first finding is that the independent variable has a significant effect on the dependent variable. This was determined by the results of the statistical analysis, which showed a significant difference between the two groups.

The second finding is that the dependent variable is significantly higher in the experimental group than in the control group. This was determined by the results of the statistical analysis, which showed a significant difference between the two groups.

The third finding is that the independent variable has a significant effect on the dependent variable. This was determined by the results of the statistical analysis, which showed a significant difference between the two groups.

The fourth finding is that the dependent variable is significantly higher in the experimental group than in the control group. This was determined by the results of the statistical analysis, which showed a significant difference between the two groups.

The fifth finding is that the independent variable has a significant effect on the dependent variable. This was determined by the results of the statistical analysis, which showed a significant difference between the two groups.

The sixth finding is that the dependent variable is significantly higher in the experimental group than in the control group. This was determined by the results of the statistical analysis, which showed a significant difference between the two groups.

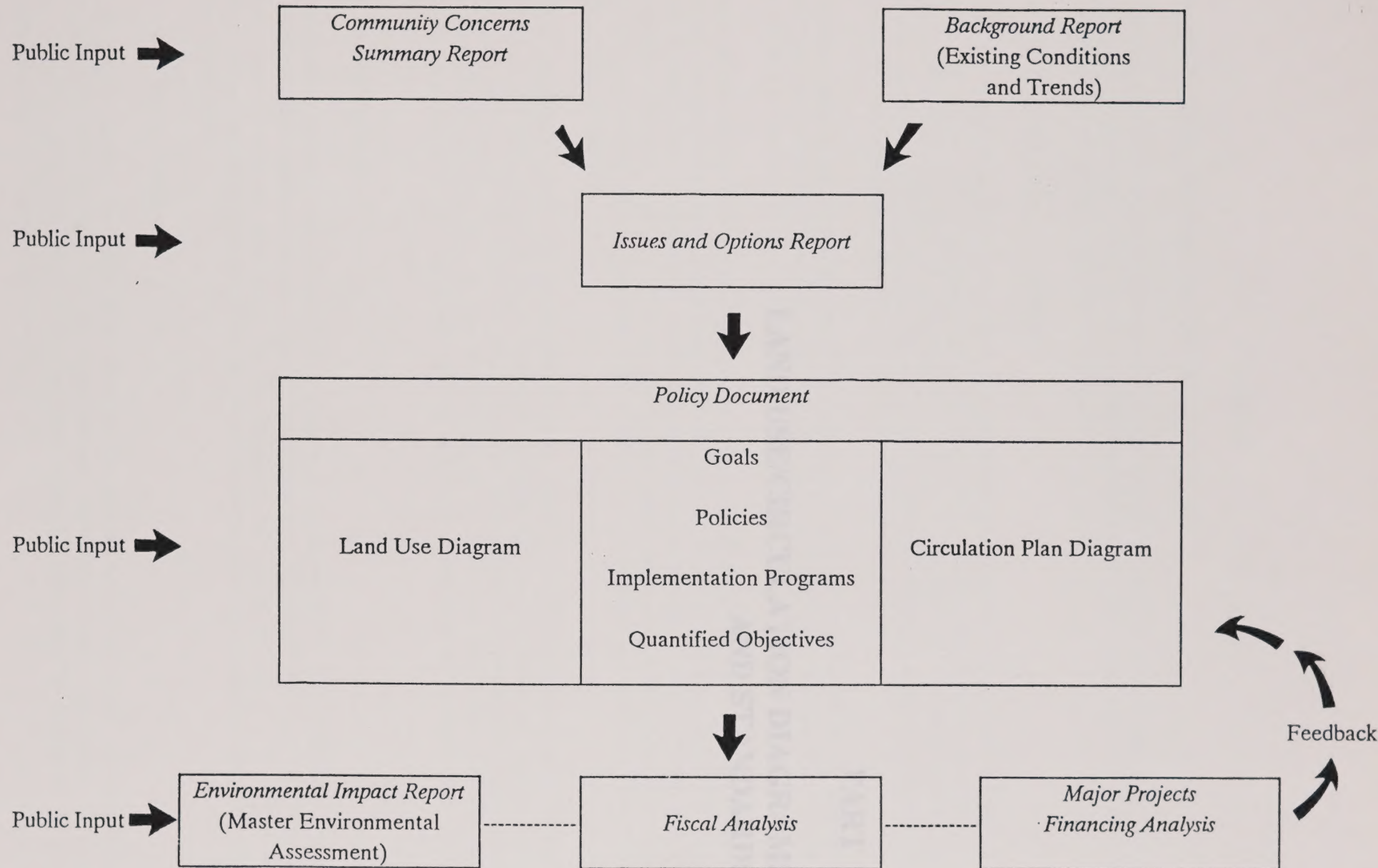
The seventh finding is that the independent variable has a significant effect on the dependent variable. This was determined by the results of the statistical analysis, which showed a significant difference between the two groups.

The eighth finding is that the dependent variable is significantly higher in the experimental group than in the control group. This was determined by the results of the statistical analysis, which showed a significant difference between the two groups.

The ninth finding is that the independent variable has a significant effect on the dependent variable. This was determined by the results of the statistical analysis, which showed a significant difference between the two groups.

The tenth finding is that the dependent variable is significantly higher in the experimental group than in the control group. This was determined by the results of the statistical analysis, which showed a significant difference between the two groups.

FIGURE 1
GENERAL PLAN FLOW CHART



LAND USE/CIRCULATION DIAGRAMS AND STANDARDS

PART I

LAND RECLAMATION DIAGRAMS
AND STANDARDS

PART I

LAND USE/CIRCULATION DIAGRAMS AND STANDARDS

Part I first describes the *General Plan Land Use Diagram* and the allowable uses and standards for each of the designations shown on the diagram and, second, describes the *Circulation Plan Diagram* designed to support the land uses depicted on the *Land Use Diagram*.

LAND USE DIAGRAM AND STANDARDS

The *Land Use Diagram* (inserted separately) depicts proposed land use for West Sacramento through the year 2010. The boundary lines between land use designations are delineated as specifically as possible, in most cases following parcel lines. For larger undeveloped areas, the boundary lines between land use designations are indicated more generally. These boundaries will be more clearly delineated by subsequent general plan amendments as more detailed planning is undertaken for these areas.

The following sections describe the land use designations appearing on the *Land Use Diagram*, standards of population density and building intensity for the various land use designations, and examples of where within the city the various land use designations have been applied.

Standards of building intensity for residential uses are stated as the allowable number of dwelling units per gross acre. Standards of population density for residential uses can be derived by multiplying the allowable number of dwelling units per gross acre by the average number of persons per dwelling unit assumed for the applicable residential designation. The assumed average number of persons per dwelling unit for each residential designation has been extrapolated from estimates by the California Department of Finance for the city of West Sacramento.

Standards of building intensity for non-residential uses are stated as maximum floor-area ratios (FARs). An FAR is a ratio of the gross building square footage permitted on a lot to the net square footage of the lot. For example, on a site with 10,000 net square feet of land area, an FAR of 1.0 will allow 10,000 gross square feet of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 square feet of floor area; an FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow 5,000 square feet.

RR Rural Residential

This designation provides for single-family detached homes, secondary residential units, limited agricultural uses, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 0.5 to 1.0 units per gross acre. The RR designation assumes an average of 3.00 persons per dwelling unit and is applied only to a limited area of Southport where large, residentially-subdivided parcels already exist.

LR Low Density Residential

This designation provides for single-family detached and attached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 1.1 to 5.0 units per gross acre. This designation, which is found in numerous areas throughout the city, assumes an average of 3.00 persons per dwelling unit.

MR Medium Density Residential

This designation provides for single-family and multi-family residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 5.1 to 12.0 units per gross acre. New residential development at densities less than 5.1 units per gross acre is deemed compatible, but shall be subject to discretionary review and approval. This designation, which assumes an average of 2.50 persons per dwelling unit, is found throughout the city. Most existing mobilehomes parks are designated MR.

HR High Density Residential

This designation provides for single family and multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 12.1 to 25.0 units per gross acre. New residential development at densities less than 12.1 units per gross acre is deemed compatible, but shall be subject to discretionary review and approval. This designation assumes an average of 2.25 persons per dwelling unit. It is applied to several areas in Bryte and Broderick and along Jefferson Boulevard and Evergreen Avenue.

HRR High Rise Residential

This designation provides for multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 25.1 to 50.0 units per gross acre. The HRR designation, which assumes an average of 2.25 persons per dwelling unit, does not appear on the *Land Use Diagram*, but is intended for future use in areas along the Sacramento River.

PR Planned Residential

This designation provides for single-family detached and attached homes, secondary residential units, multi-family residential units, neighborhood commercial uses, parks, open space, public and quasi-public uses, and similar and compatible uses and is applied to largely undeveloped areas in the southern part of the city.

All development under this designation shall be approved pursuant to an adopted master development plan (e.g., specific plan) encompassing a minimum of 200 acres if initiated by a property owner or developer, or a minimum of 100 acres if initiated by the City. As these master development plans are approved, the Planned Residential designation shall be replaced with a residential designation (i.e., Rural, Low, Medium, or High Density), along with Neighborhood Commercial, Recreation and Parks, Open Space, or Public/Quasi-Public designations as deemed appropriate based on the approved residential development.

New residential units within Planned Residential areas will be developed according to a general policy goal of maintaining the following mix of residential densities: 3 percent rural; 67 percent low-density; 15 percent medium-density; and 15 percent high-density. The average residential density for residential lands (i.e., excluding lands designated for non-residential uses) shall not exceed 6 units per gross acre. This designation assumes an average of 2.75 persons per dwelling unit.

Each development plan for a PR-designated area shall include a centrally-located, pedestrian-oriented neighborhood commercial component up to a maximum of two percent of the total amount of PR-designated land included in the master development plan.

NC Neighborhood Commercial

This designation provides for neighborhood and locally-oriented retail and service uses, multi-family residential units above the ground floor, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40 for commercial uses, and residential densities shall be in the range of 5.1 to 12.0 units per gross acre. This designation, which appears on the *Land Use Diagram* only in isolated areas along Lisbon Street, 15th Street, Sacramento Avenue, and Jefferson Boulevard, assumes an average of 2.50 persons per dwelling unit.

CC Community Commercial

This designation provides for locally- and regionally-oriented retail and service uses, offices, restaurants, service stations, multi-family residential units, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40 for commercial uses, and residential densities shall be in the range of 5.1 to 12.0 units per gross acre. Residential uses in this designation shall be subject to discretionary review and approval. The CC designation, which assumes an average of 2.50 persons per residential unit, is applied primarily to major intersections, such as those at Sacramento Avenue and Kagle Drive, Jefferson Boulevard and Park Boulevard, Jefferson Boulevard and Linden Road, and West Capitol Avenue and Harbor Boulevard, along the river in the Southport area near the proposed Sutterville bridge, and along a proposed arterial in the western part of the Southport area.

HSC Highway Service Commercial

This designation provides for restaurants, service stations, hotels and motels, and retail and amusement uses which are oriented principally to highway and through traffic, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40. The HSC designation is applied to areas with convenient access to freeway interchanges, such as Business 80 and Harbor Boulevard, Reed Avenue and I-80, Business 80 and Enterprise Boulevard, and the north side of I-80 between the West Capitol Avenue offramp and the I-80/Business 80 split.

WRC Water-Related Commercial

This designation provides for marinas, boat docks, campgrounds, and retail and service uses which are oriented principally to waterways, public and quasi-public uses, and similar and compatible uses. This designation is applied only to areas along the Sacramento River which are either currently used for or are proposed for such uses. The FAR shall not exceed 0.20.

GC General Commercial

This designation provides for land extensive retail and wholesale commercial uses, offices, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40. Office uses in this designation shall be subject to discretionary review and approval. The GC designation is applied to areas adjacent to major streets that are either currently used for intensive commercial uses or are well-suited for such uses, such as West Capitol Avenue west of Harbor Avenue, the intersection of Jefferson Boulevard and "F" Street, and the area south of Reed Avenue between I-80 and Harbor Boulevard.

O Office

This designation provides for professional and administrative offices, medical and dental clinics, laboratories, financial institutions, multi-family residential units, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40 for office uses, and residential densities shall be in the range of 5.1 to 12.0 units per gross acre. Residential uses in this designation shall be subject to discretionary review and approval. Residential uses in the O designation are assumed to have 2.50 persons per dwelling unit. This designation is applied only to the area along Beacon Boulevard north of the port.

BP Business Park

This designation provides for professional and administrative offices, medical and dental offices, laboratories, financial institutions, industrial parks, warehouses, distribution centers, light manufacturing, locally-oriented retail and service uses, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.50. The BP designation is applied to the area along the northern side of Industrial Boulevard in the Port Sacramento Industrial Park, the area north of Reed Avenue east of I-80, and the area south of the Deep Water Ship Channel west of the Arlington Oaks neighborhood.

MCI Mixed Commercial/Industrial

This designation provides for industrial parks, wholesale and intensive retail commercial uses, warehouses, distribution centers, light manufacturing, offices, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.50. This designation is applied to the south side of West Capitol Avenue west of I-80 and to the area north and south of Reed Avenue and north of the Southern Pacific rail line west of I-80.

LI Light Industrial

This designation provides for industrial parks, warehouses, light manufacturing, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.50. This designation is applied to four areas in the city: between the Southern Pacific tracks and West Capitol Avenue immediately east of Harbor Boulevard; in parts of the Iron Triangle; along the eastern edge of the heavy industrial area north of the port (as a buffer between the industrial uses and the nearby residential area); and in Southport as a buffer between residentially-designated areas and heavy industrially-designated areas.

HI Heavy Industrial

This designation provides for manufacturing, processing, assembling, research, wholesale and storage uses, trucking terminals, railroad facilities, and public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.50. The HI designation is applied to large areas in the western part of the city north of the Deep Water Ship Channel and south of the Deep Water Channel within the Southport Industrial Park and the adjacent Port-owned property.

WRI Water-Related Industrial

This designation provides for docking facilities, bulk cargo handling, manufacturing and assembly, processing, warehousing, trucking terminals, railroad facilities, and wholesale and storage uses for industrial uses and similar and compatible uses which are dependent on water transportation, and public and quasi-public uses. The FAR shall not exceed 0.50. The WRI designation is applied only to areas immediately adjacent to the Deep Water Ship Channel.

CBD Central Business District

This designation provides for restaurants, retail, service, professional and administrative office, hotel and motel uses, multi-family residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 12.1 to 25.0 units per acre; the FAR for offices shall not exceed 3.00; and the FAR for all other uses shall not exceed 0.60. Residential uses in this designation shall be subject to discretionary review and approval. This designation is applied only to the downtown area of West Sacramento (the area radiating generally east and west from the intersection of West Capitol Avenue and Jefferson Boulevard). Residential uses in the CBD are assumed to have an average of 2.25 persons per dwelling unit.

RMU Riverfront Mixed Use

This designation provide for marinas, restaurants, retail, amusement, hotel and motel uses, mid-rise and high-rise offices, multi-family residential units which are oriented principally to the river, public and quasi-public uses, and similar and compatible uses. All development under this designation shall be approved pursuant to an adopted master development plan (e.g., specific plan). Residential densities shall be at least 25.1 units per acre. Proposed new residential development at densities less than 25.0 unit per acre shall be subject to discretionary review and approval. The FAR for offices shall not exceed 10.00; and the FAR for all other uses shall not exceed 3.00. The RMU designation is assumed to have an average of 2.25 persons per dwelling units. It is applied only to relatively large, vacant or underutilized areas adjacent to the Sacramento River and the barge canal.

PQP Public/Quasi-Public

This designation provides for government-owned facilities, public and private schools, and quasi-public uses such as hospitals and churches. The FAR shall not exceed 0.50. The PQP designation is applied to the CHP Academy, publicly-owned facilities, schools, churches, and other public/quasi-public uses.

RP Recreation and Parks

This designation provides for existing and major planned public parks. The FAR for development in RP-designated areas shall not exceed 0.20. The RP designation is applied to existing public parks and to several areas in the Southport area.

OS Open Space

This designation provides for natural open space areas where public ownership, easements, or other entitlements provide a public purpose. The FAR shall not exceed 0.05. The OS designation is applied to

Lake Washington, Bee Lakes, and portions of the levee along the Sacramento River, and may be applied in the future to other areas as part of an integrated open space system.

AG Agricultural

This designation provides for agricultural uses, single-family homes, limited commercial and industrial uses directly related to agriculture, public and quasi-public uses, and similar and compatible uses. Minimum parcel size is five (5) acres, and residential uses are limited to one (1) unit per parcel. Residential uses in this designation are assumed to have an average of 3.00 persons per dwelling unit. The AG designation is applied in two areas within the city: the area of Southport generally south of Bevan Road and a small part of the Yolo Bypass at the western edge of the city, immediately north of West Capitol Avenue and south of the Southern Pacific tracks.

SSC Special Study Corridor

This designation is applied to areas in which there is considerable uncertainty with respect to the most appropriate future land uses. No new uses shall be allowed in the SSC designation until a special study to determine the most appropriate uses for the area has been completed and the SSC designation has been replaced by specific land use designations. The SSC designation is applied only to a narrow corridor along the western side of Jefferson Boulevard south of 15th Street and north of the barge canal.

CIRCULATION PLAN DIAGRAM AND STANDARDS

The *Circulation Plan Diagram* (Figure I-1) depicts the official classification of existing and proposed streets and roads within West Sacramento. The following paragraphs define the various types of roadways in the classification system.

Local Roadways are intended to serve adjacent properties only. They carry very little, if any, through-traffic, and generally carry very low traffic volumes. While normally discontinuous in alignment, many of West Sacramento's local roadways are laid out in a grid system, making through-travel possible, but not desirable. Speed limits on local roadways normally do not exceed 25 miles per hour. Local roadways are not depicted on the *Circulation Plan Diagram*.

Collector Roadways are intended to "collect" traffic from local roadways and carry it to roadways higher in the street classification hierarchy (e.g., arterials). Collector roadways also serve adjacent properties. They generally carry light to moderate traffic volumes, and speed limits are typically maintained in the 25 to 35 miles per hour range. Currently, few roads in West Sacramento can definitely be classified as collector roadways, since many local streets, in their grid layout, feed directly to arterial roads. Roadways designated as collectors on the *Circulation Plan Diagram* include, among others, "F" Street, Michigan Boulevard, Bryte Avenue, Park Boulevard, and Higgins Road.

Minor Arterial Roadways are fed by local and collector roads, provide intra-city circulation and connection to regional roadways, and often carry heavy traffic volumes. Although their primary purpose is to move heavy volumes of traffic, minor arterial roadways often serve adjacent properties, especially in commercial areas. Speed limits on minor arterial roadways often range from 35 to 45 miles per hour. Roadways designated as minor arterials on the *Circulation Plan Diagram* include, among others, Kagle Drive, the western end of West Capitol Avenue, and the southern end of Jefferson Boulevard.

Major Arterial Roadways are fed by local, collector, and minor arterial roadways, provide for major crosstown and regional travel, and carry larger volumes of traffic. They are divided roadways of four or six lanes with a large median area which is used for auxiliary lane purposes at intersections. There should be no direct access to adjacent properties unless no reasonable alternatives exist. Such direct access should be limited to right turn-in and right turn-out movements only. Speed limits on major arterial roadways are typically at least 40 miles per hour. Roadways classified as major arterials on the *Circulation Plan Diagram* include, among others, Jefferson Boulevard, Harbor Boulevard, Sacramento Avenue, and West Capitol Avenue.

Freeways/Expressways are intended to serve both intra-city and inter-city travel. They provide no service to adjacent properties, but rather are fed traffic from collector or arterial roadways through the use of access ramps and, therefore, do not have at-grade intersections. Freeways provide connections to other regional highways and are capable of carrying heavy traffic volumes. Speed limits on freeways are usually the highest allowed by law. Business 80/U.S. 50, Interstate 80, and State Route 275 serve this function in West Sacramento.

Cross Section Standards

Figure I-2 shows street cross section standards for the various roadways appearing on the *Circulation Plan Diagram* (Figure I-1).

Functional Classification and Proposed Improvements

The *Circulation Plan Diagram* (Figure I-1) shows the functional classification of existing and proposed streets and roads in West Sacramento. The street system depicted in Figure I-1 includes proposed roadways that fall into two categories: already-planned improvements and additional improvements necessary to serve future development under the *General Plan*.

Already-planned improvements are street and highway projects which are already planned (i.e., as of 1990), including roadway realignments, future extensions, and arterial and collector streets necessary to support proposed development projects (e.g., Lighthouse Marina, Raley's Landing, Southport Industrial Park). Already-planned roadway improvements reflected on the *Circulation Diagram* are as follows:

- Realignment of 5th Street/Anna Street.
- Construction of planned access to and from Lighthouse Marina.
- Completion of the proposed Southport Industrial Park street system.
- Completion of the proposed Bayside area street system.
- Completion of a street system to serve the Newport area, including a new Sutterville Road alignment from South River Road to Jefferson Boulevard.
- Logical connections/extensions of the Newport area street system to areas south of Linden Road and east of Jefferson Boulevard.
- Extension of Drever Street to Park Street.
- Extension of the southern portion of Linden Road to Jefferson Boulevard.
- Signalization of the intersection of Jefferson Boulevard and Stone Boulevard

In addition to these already-planned improvements, the following circulation system improvements are reflected in the *Circulation Plan Diagram* to accommodate traffic that is expected to be generated by the land uses depicted on the *General Plan Land Use Diagram*.

- Construction of six-lane Enterprise Boulevard bridge over the Deep Water Ship Channel.
- Construction of six-lane Industrial Boulevard bridge over the barge canal.
- Construction of four-lane Sutterville bridge across the Sacramento River. Construction of four-lane South River Road bridge across the barge canal.
- Widening of Jefferson Boulevard crossing of the barge canal to four lanes.
- Widening of Jefferson Boulevard to four lanes between Davis Road and Park Boulevard.
- Widening of Enterprise Boulevard to six lanes between bridge crossing and Lake Road.
- Widening of Industrial Boulevard to six lanes between Harbor Boulevard and Stone.
- Widening of Harbor Boulevard to six lanes between Industrial Boulevard and Reed Avenue.
- Widening of South River Road to four lanes between Riske Lane and 15th Street.
- Widening of Marshall Road to four lanes west of Jefferson Boulevard.
- Widening of West Capitol Avenue to four lanes between Harbor Boulevard and I-80.
- Widening of West Capitol Avenue to six lanes between Harbor Boulevard and Poplar Avenue.
- Enhancement of the traffic carrying capacity of the Tower and "I" Street bridges, possibly through widening.
- Widening of "C" Street to four lanes between "I" Street Bridge and 5th Street.
- Widening of Westacre Road to four lanes between Park Boulevard and West Capitol Avenue.
- Widening of Reed Avenue to six lanes between Harbor Boulevard and I-80 westbound ramps. Addition of a northbound left turn lane and southbound through lane at the intersection of Kegle Drive and Sacramento Avenue.

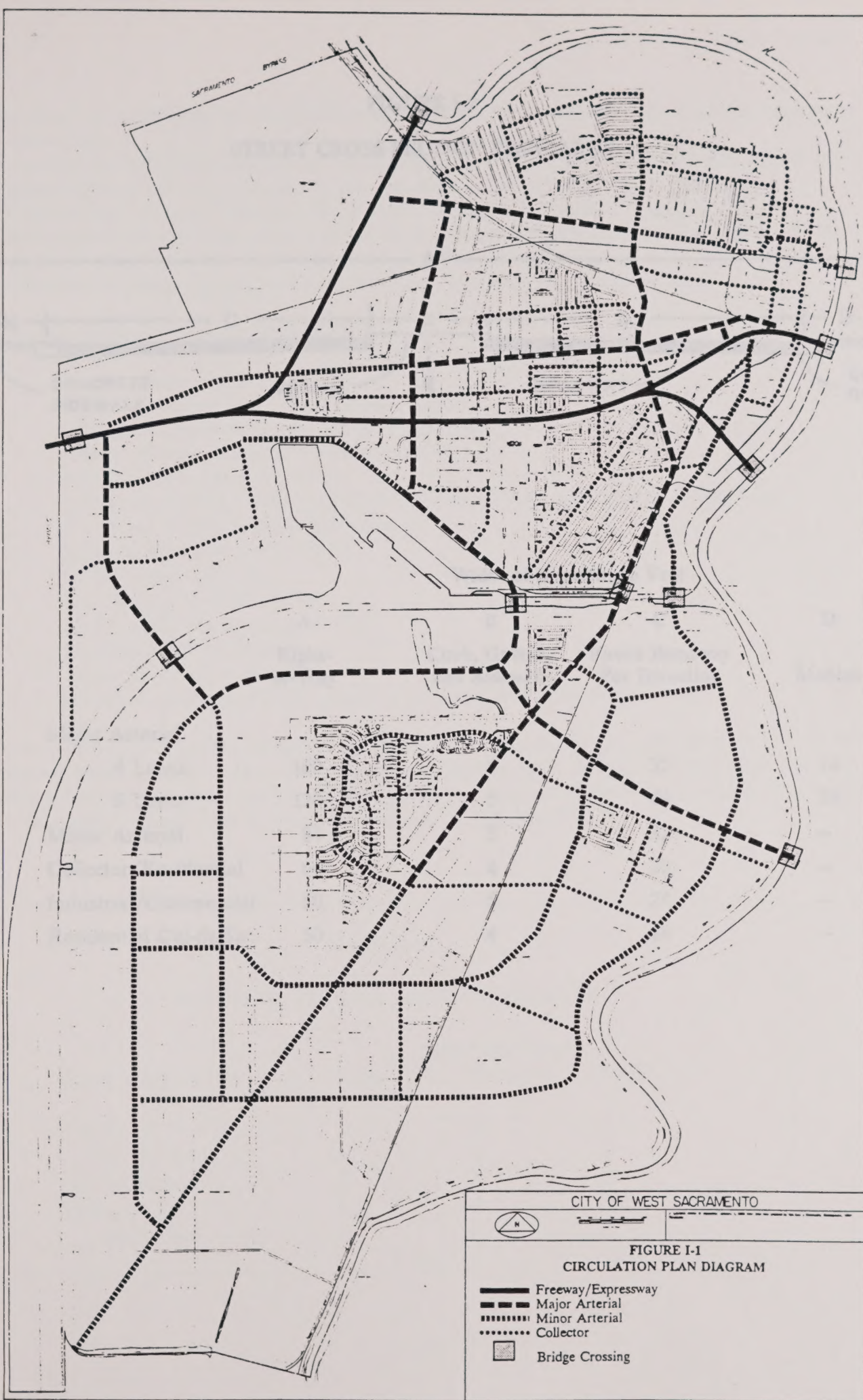
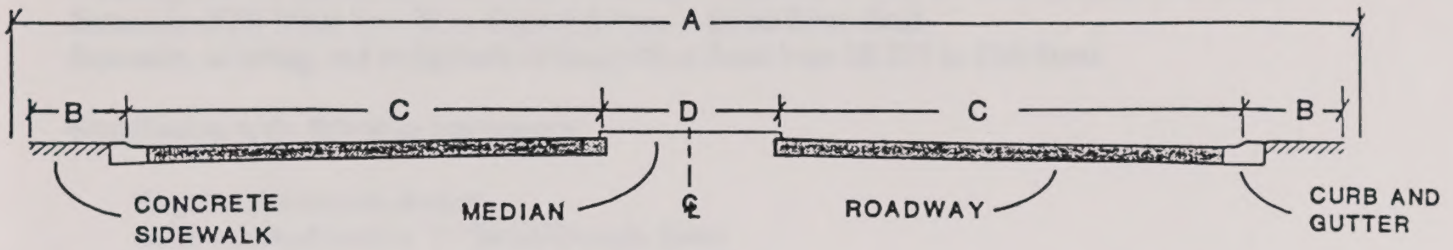




FIGURE I-2

STREET CROSS SECTION STANDARDS



Width of Segment in Feet

	A	B	C	D
	Right-of-Way	Curb, Gutter, and Sidewalk	Paved Roadway Per Direction	Median
Major Arterial				
4 Lanes	100	5	32	16
6 Lanes	120	5	44	16
Minor Arterial	84	5	32	--
Collector/Residential	60	4	20	--
Industrial/Commercial	60	5	24	--
Residential Cul-de-Sac	50	4	18	--

- Addition of an additional southbound left turn lane at Harbor Boulevard/Business 80 eastbound ramp intersection.
- Addition of a northbound through lane and widening of the offramp to provide shared right and left -turn lanes, a through lane, and a separate left turn lane at the Jefferson/Park/Business 80 ramps.
- Construction of at-grade intersections at 3rd Street, 5th Street, and Garden Street on SR 275.
- Widening and realignment of on-ramp and off-ramp at Business 80 and 5th Street (South River Road)
- Extension of 5th Street from West Capitol Avenue to South River Road.
- Extension, widening, and realignment of South River Road from SR 275 to 15th Street.
- Signalization at the following intersections:

- Bryte at Sacramento Avenue
- Jefferson Boulevard at "F" Street/Triangle Court
- Jefferson Boulevard at Business 80 Westbound Ramp
- Jefferson Boulevard at SR 275 Eastbound On-Ramp
- Park Boulevard at Stone Boulevard
- *Jefferson Boulevard at Westbound SR 275 Off-Ramp/Westbound Business 80 On-Ramp
- *3rd, 5th and Garden Streets at Park Blocks
- *3rd/River Road at North Pier Street
- *3rd/River Road at Garden
- *River Road at South Pier Street
- 3rd, 5th and Garden Streets at SR 275
- *5th Street at Garden Street
- *Garden Street at Park Blocks
- *River Road at Business 80 Eastbound On-Ramp/Off-Ramp (South Pier Street)

All new roadways and roadway widenings are assumed to be constructed to a width adequate to serve the projected traffic volumes. The assumed approach lanes at each intersection along these improved roadways are represented in Table I-1. Existing intersection approach geometries were used at all locations that have not been identified as needing improvement to serve daily traffic.

TABLE I-1

ASSUMED TYPICAL APPROACH LANES

Intersecting Streets	Approach Lanes		
	Right	Through	Left
Four Lane	1	2	1
by four lane	1	2	1
by six lane	1	3	2
Six Lane	1	3	2
by six lane	1	3	2

ELECTRICITY

LAND USE

GOALS AND POLICIES

Goal No. 1: To provide for orderly, coordinated, and balanced growth consistent with the vision expressed by the City's infrastructure and the city's ability to manage such growth.

Policy:

1. The City shall work to preserve West Sacramento's traditional neighborhood character, including existing city governments, to new projects and developments that enhance the quality of life of the city and to ensure growth of the community.
2. The City shall establish development standards for the use of land and the use of resources in the city.
3. The City shall not use the use of growth in West Sacramento as the primary or sole basis for revenue and infrastructure including schools. The City shall adopt specific plans and policies for development that are based on the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
4. The City shall review and coordinate all development and infrastructure at the city level and at the regional level, and the use of various resources to provide a balanced and sustainable development and housing development.
5. The City shall ensure the development of land use and approval of development projects do not hinder the city's ability to provide a balanced and sustainable development for the City.
6. In approving infrastructure development, the City shall give high priority to the Central Business District.
7. Land use development and infrastructure in the Eastgate area shall be guided by the following principles:
 - a. That the development of the area is consistent with the city's vision.
 - b. That the development of the area is consistent with the city's infrastructure and services.
 - c. That the development of the area is consistent with the city's growth and the city's ability to manage such growth with the city's infrastructure and services.
 - d. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - e. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - f. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - g. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - h. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - i. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - j. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - k. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - l. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - m. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - n. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - o. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - p. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - q. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - r. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - s. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - t. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - u. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - v. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - w. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - x. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - y. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.
 - z. That the development of the area is consistent with the city's vision, the city's growth, and the city's ability to manage such growth with the city's infrastructure and services.

PART II

GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS

PART II

GOALS, PURPOSES AND
IMPLEMENTATION PROGRAM

SECTION I

LAND USE

GOALS AND POLICIES

Goal A: To provide for orderly, well-planned, and balanced growth consistent with the limits imposed by the city's infrastructure and the city's ability to assimilate new growth.

Policies:

1. The City shall seek to preserve West Sacramento's traditional neighborhood qualities, while recognizing existing City commitments to new projects and accommodating region-serving development in certain areas of the city and in certain segments of the economy.
2. The City shall establish development standards to assure that new development upgrades the general quality of development citywide.
3. The City shall link the rate of growth in West Sacramento to the provision of adequate services and infrastructure, including schools. The City shall, through specific plans and planned development plans for major projects, ensure that growth occurs in an orderly fashion and in pace with the expansion of public facilities and services.
4. The City shall monitor residential and non-residential development and make adjustments as necessary in land use designations and the rate of project approvals to promote a reasonable citywide balance between new employment generating development and housing development.
5. The City shall ensure its designation of land uses and approval of development projects do not hinder efforts to maintain a positive fiscal balance for the City.
6. In approving local-serving commercial development, the City shall give high priority to the Central Business District.
7. Land use designations and development in the Southport area shall be guided by the following principles:
 - Limit total population in Southport to 40,000 residents by the year 2010.
 - Concentrate community commercial, high-density residential, and public facilities uses in nodes along major and minor arterials.
 - Allow the development of water-dependent recreational and commercial uses along the waterways in Southport.
 - Emphasize a mixture of residential types and densities, while concentrating on homeownership as a general goal.
 - Ensure that ample buffers are established between incompatible land uses.
 - Consider the use of Transfer of Development Rights (TDR) provisions to provide for an equitable distribution of the economic returns from future development for all property owners in the Southport area.

- Provide for an orderly sequence of development based on the logical extension of public facilities and services.
- 8. Redevelopment incentives and powers shall be used judiciously to promote and assist development and revitalization within the Redevelopment Project Area.
- 9. In existing developed areas designated for new uses (e.g., conversion from industrial to riverfront mixed use), the City shall promote the phasing out of existing uses and the orderly transition to uses consistent with the adopted general plan designations while promoting the continuing viability of existing uses during the transition period.
- 10. Transitioning of uses in the South River Road area between Pioneer Bridge and the barge canal shall be guided by the following policy:

- a. Uses consistent with the Riverfront Mixed Use designation may be established at any time in accordance with an adopted master development plan.

b. Existing Uses:

Year 1990-1995	May be expanded by right in accordance with M-2 zoning standards.
Year 1996-2005	May be expanded by right up to 30 percent of the 1996 improvements and may be further expanded subject to discretionary approval.
Year 2006-2010	Any expansion will require discretionary approval.
Year 2011-beyond	Uses are limited to ordinary maintenance and repair.

c. Replacement Uses:

Year 1990-1995	May be established and improved by right in accordance with M-2 zoning standards.
Year 1996-2005	May be established and improved subject to discretionary approval.
Year 2006-2010	May be established or expanded by up to 15 percent of the 2006 improvements subject to discretionary approval.
Year 2011-beyond	May be established subject to discretionary approval and uses are limited to ordinary maintenance and repair.

d. New Uses with New Construction:

Year 1990-1995	May be established by right in accordance with M-2 zoning standards.
Year 1996-2005	May be established subject to discretionary approval.
Year 2006-beyond	May not be established.

- e. Uses created in accordance with "c" or "d" above shall be considered established uses for purposes of "b" above one (1) year after the issuance of a certificate of occupancy or business license, or building permit.

11. For proposed projects outside the city limits but within the West Sacramento General Plan Study Area, the City shall work with project proponents to ensure general plan amendments include provisions for high-quality development, adequate infrastructure improvements, and provision of City services. In order to minimize the disruption of agricultural land, development which is adjacent to the city boundaries or which has convenient freeway access shall be preferred. Proposals for development of land not adjacent to the city or without convenient freeway access shall be discouraged.
12. Heavy industrial uses shall be deemed allowable uses on parcel AP# 67-050-74 located south of Channel Drive and north of the Deep Water Ship Channel until May 2, 1995, at which time all uses on the parcel shall be consistent with or conform to the Water-Related Industrial designation.

Goal B: To designate adequate land in a range of residential densities to meet the housing needs of all income groups expected to reside in West Sacramento.

Policies:

1. The City shall maintain an adequate supply of residential land in appropriate land use designations and zoning categories to accommodate projected household growth and to maintain normal vacancy rates.
2. The City shall promote the development of affordable housing to meet the needs of low- and moderate-income households.
3. Higher density housing shall be located in areas served by the full range of urban services, preferably along collector, minor arterial, and major arterial streets, and within walking distance of shopping areas.
4. The City shall promote the preservation of the integrity of existing stable residential neighborhoods.
5. The City shall ensure that new residential development pays its fair share in financing public facilities and services.

Goal C: To designate adequate land and provide support for the development of commercial uses providing goods and services to West Sacramento residents and West Sacramento's market area.

Policies:

1. The City shall promote and assist with the maintenance and expansion of West Sacramento's commercial sector to meet the needs of West Sacramento residents, employees, and visitors.
2. The City shall seek to selectively expand its share of the region-serving retail commercial development.
3. The City shall promote the establishment, maintenance, and expansion of businesses in West Sacramento that generate high retail sales taxes as important contributors to the local economy.
4. The City shall promote the Central Business District and areas along the Sacramento River between the I Street Bridge and the Barge Canal as pedestrian oriented commercial centers of West Sacramento.

5. The City shall promote development of West Sacramento as a visitor destination, capitalizing on its riverfront location.
6. The City shall promote the development of hotels, motels, and related convention facilities, with an emphasis on high-quality development.
7. New major commercial development shall be located along major arterials and at the intersections of major arterials and freeways.
8. In approving new commercial projects, the City shall seek to ensure that such projects reflect the City's concern for achieving and maintaining high quality development.
9. New commercial development shall be designed to avoid the appearance of strip development.
10. The City shall work with local business groups and associations, such as the West Sacramento Chamber of Commerce, to promote West Sacramento businesses.
11. The City shall ensure that new commercial development pays its fair share in financing public facilities and services.

Goal D: To designate adequate land and provide support for the development of office uses serving both West Sacramento and the region.

Policies:

1. Local-serving office uses shall be located in the Central Business District and throughout the community in areas easily accessible to West Sacramento residents.
2. Mid-rise and high-rise office uses serving regional needs shall be limited to the Central Business District and areas along the Sacramento River.
3. The City shall encourage efforts to attract major office tenants to West Sacramento.
4. In approving new office projects, the City shall seek to ensure that such projects reflect the City's concern for achieving and maintaining high quality development.
5. The City shall ensure that new office development pays its fair share in financing public facilities and services.

Goal E: To designate adequate land and provide support for light, heavy, and water-related industrial uses that create jobs and enhance the economy of West Sacramento.

Policies:

1. The City shall promote and assist the maintenance and expansion of West Sacramento's industrial sector.

2. New industrial development shall be located in areas served by full City services and major arterial streets.
3. The City shall promote the development of clean industries that do not create problems or pose health risks associated with water and air pollution or potential leaks or spills.
4. The City shall prohibit the expansion of existing truck terminals and establishment of new truck terminals east of I-80, except as may be permitted on an interim basis in particular planning areas of the City, and shall encourage the consolidation of truck terminals in the short to mid-term at the western end of West Capitol Avenue, while promoting the eventual development of a major trucking center either along I-80 at the west end of the Yolo Causeway or north of the existing city limits in the Elkhorn area.
5. The City shall designate and reserve land along the Deep Water Ship Channel for water-related industrial uses.
6. The City shall support the continued development and expansion of the Port of Sacramento facilities.
7. The City shall cooperate with the Port of Sacramento in the preparation of plans for development of Port-owned land.
8. The City shall work with the railroads, rail-dependent industries, and property owners in developing an overall strategy for rail lines in West Sacramento, including plans for the development of alternative rail access, a schedule for abandonment of certain rail lines, and plans for the ultimate use of abandoned railroad rights-of-way, and possible City acquisition of abandoned railroad rights-of-way.

Goal F: To designate adequate land for development of public and quasi-public uses to support existing and new residential, commercial, and industrial land uses.

Policies:

1. The City shall designate adequate, appropriately-located land for City, County, and School District facilities.
2. The City shall promote the clustering of public and quasi-public uses such as schools, parks, libraries, child care facilities, and community activity centers. Joint-use of public facilities shall be promoted, and agreements for sharing costs and operational responsibilities among public service providers shall be encouraged.
3. The City shall pursue the development of a public safety facility, including a fire station and police station.
4. The City shall pursue the development of a civic center complex.
5. The City shall designate adequate, appropriately-located land for quasi-public uses such as hospitals, churches, private school facilities, cemeteries, and utility uses.

IMPLEMENTATION PROGRAMS:

1. The City shall request the Yolo County LAFCO to adopt a sphere of influence that includes the area south to Babel Slough and the area north to the Elkhorn Boulevard/Interstate 5 intersection. Once the sphere of influence is adopted, the City will develop a formal annexation policy to extend its boundaries. The annexation policy shall consider, among other factors, the promotion of uses that serve regional needs and expand West Sacramento's role in the metropolitan area and the expansion of City boundaries to accommodate relocation of uses and mitigation of displacement impacts.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91

2. The City shall review and revise, as necessary, the *Zoning Ordinance* to accomplish the following purposes:
 - Ensure consistency with the *General Plan* in terms of zoning districts and development standards.
 - Ensure consistency with the *General Plan* in terms of the distribution and boundaries of zoning districts.
 - Establish new separate zoning districts (e.g., Central Business District, Mixed Commercial and Industrial).
 - Establish standards and procedures for reviewing and approving nonconforming uses in areas designated for transition to new uses.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91; 91-92

3. The City shall prepare and adopt guidelines for the preparation of master development plans (e.g., specific plans) deemed necessary for new development areas, particularly areas designated Planned Residential (PR) and Riverfront Mixed Use (RMU) on the *General Plan Land Use Diagram*.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91; 91-92

4. The City shall establish and maintain a program to monitor residential and non-residential development.

Responsibility:

Community Development Department

Time Frame:

FY 90-91; ongoing

5. The City shall undertake a space-needs study for the development of a new civic center complex. The City shall consider the needs of the Washington Unified School District, Yolo County, and other public agencies.

Responsibility:

City Manager

Time Frame:

FY 90-91; 91-92

6. The City shall undertake a study to evaluate alternative civic center locations and develop site plans for the civic center.

Responsibility:

City Manager
Community Development Department

Time Frame:

FY 90-91; 91-92

7. The City shall undertake a study to determine the feasibility of development of a major trucking center either along I-80 at the west end of the Yolo Causeway or north of the existing city limits in the Elkhorn area.

Responsibility:

Community Development Department

Time Frame:

FY 91-92

8. The City shall work with railroads, rail-dependent industries, and property owners in developing an overall strategy for rail lines in West Sacramento. This shall include plans for development of alternative rail access, a schedule for abandonment of certain rail lines, plans for the ultimate use of abandoned railroad rights-of-way, and possible City acquisition of abandoned railroad rights-of-way.

Responsibility:

City Manager
Community Development Department
Public Works Department

Time Frame:

FY 90-91; 91-92

9. The City shall establish and maintain a program to monitor the fiscal status of the City as it relates to the implementation of the *General Plan*.

Responsibility:

Finance Department
Community Development Department

Time Frame:

FY 90-91; ongoing

10. The City shall establish and maintain a program to carry out *General Plan* policies that call for the promotion or expansion of West Sacramento's economic base.

Responsibility:

City Manager
Economic Development Advisory Commission

Time Frame:

FY 90-91; ongoing

11. The City shall undertake a space-needs study for the development of a new public safety facility. In preparing the study, the City shall consider the needs of the West Sacramento Police and Fire Departments, as well as other service providers who might appropriately be located in such a facility.

Responsibility:

City Manager

Time Frame:

FY 89-90

12. The City shall undertake a study to determine appropriate land uses in the area along Jefferson Boulevard designated Special Study Corridor. This study shall be completed by January 1, 1991, and shall be the basis for a general plan amendment for precise land use designations within the Special Study Corridor.

Responsibility:

City Council

Community Development Department

Time Frame:

FY 90-91

SECTION II

HOUSING

INTRODUCTION TO POLICIES AND PROGRAMS

Housing is an important policy issue to communities for a number of reasons. Both the United States Congress and the California Legislature have repeatedly stated that the provision of adequate shelter for all residents, one of the basic necessities of life, is a policy priority of the highest order.

An adequate supply of housing affordable to a broad segment of the population is also necessary for a healthy economy. Employers are increasingly evaluating the cost of housing as one factor in their decision to expand or locate in California, or to relocate their operations.

The lack of adequate housing has also been linked, over the years, to a number of other societal problems. While inadequate housing may not be the cause of social disorders, it nonetheless magnifies a community's difficulty in addressing social problems.

West Sacramento as a City in Transition--Historical Perspective

The City of West Sacramento is a community in transition. This transition will be beneficial for most residents. But for some who may be adversely impacted by the change, the City will need to develop a housing strategy to mitigate any negative effects. Some historical perspective is helpful in understanding the transition that West Sacramento seeks to achieve, and the housing issues that arise because of this transition.

The City of West Sacramento is relatively new as a legal entity (having incorporated in 1987) and, therefore, its present characteristics reflect the historic policies of Yolo County and the economic conditions that attracted the residents to what was, formerly, four separate unincorporated communities (Broderick, Bryte, West Sacramento, and Southport) and several other neighborhoods.

The City's legacy has been a diversity of housing types serving one of the County's largest concentration of low- and moderate-income households, including single-family homes, rental apartments, cabins, mobilehomes, and travel trailers.

The communities of West Sacramento fulfilled this role for several reasons:

- The community provided the bulk of inexpensive housing for farmworkers who were permanent residents of eastern Yolo County, laborers who worked across the river, and, as redevelopment occurred and residential hotels and boarding houses were removed in downtown Sacramento, displaced low-income individuals. West Sacramento, increasingly, became the recipient of low-income residents searching for affordable housing.

- Although, by the 1980s, Yolo County did establish a redevelopment area and use state and federal subsidies for housing and other programs, many residents believed that County policies were not sufficient to overcome the deterioration that was evident in much of the community.

These conditions were not equally severe throughout the area now comprising the City, but tended to be concentrated in the communities of Broderick and Bryte and along West Capitol Avenue. Other parts of the City, principally the new developments in Southport and portions of West Sacramento, presented an entirely different character. In addition, there were a number of ethnic communities who identified strongly with their neighborhoods and took great pride in maintaining their older homes.

Each of the former communities in West Sacramento has its own character. Broderick and Bryte are the oldest neighborhoods and contain the greatest concentration of pre-World War II housing, including a number of historic buildings and many examples of turn-of-the-century victorian homes. The former community of West Sacramento, developed largely between the late 1940s and early 1960s, contains a large concentration of homes constructed for first-time homebuyers. Homes of this era represent the greatest percentage of the City's affordable housing stock and are typically modest in size and design.

The Southport neighborhood is the newest of the four areas of the City, with nearly 75% of its housing twenty years old or less. This neighborhood has accommodated the majority of the City's residential growth in the four communities since 1970.

Since its incorporation, the City has experienced a tremendous immigration of young households, most of whom are first-time homebuyers seeking affordable housing within close proximity to jobs in downtown Sacramento, within the City of West Sacramento, and at the University of California, Davis.

At the same time, there has been a growing community awareness of the need to promote quality development, to plan growth more carefully, and to rehabilitate West Sacramento's business districts. There is also greater desire to avoid past mistakes in designing new residential developments and maintaining a balance of housing densities.

As a consequence of these historic factors, the transition that the City is now going through is one of revitalization and rehabilitation of its existing housing stock and retail businesses, the attraction of office uses and more middle- and upper-income housing, the expansion of industries in association with the Port of Sacramento, and the general improvement of the community through greater attention to the design and layout of development projects.

While these changes will benefit the greater majority of West Sacramento residents, there is a substantial segment of the population--principally lower-income households living in marginal housing--that will require some assistance during this transition. Inevitably, housing that is not feasible to preserve will have to be removed, while opportunities for new development might possibly lead to the loss of some additional dwelling units. General improvements in the City will generate rising property values, which could create affordability problems for the City's lowest income residents.

To realize its long-range community development goals while mitigating the negative effects of the City's transition, West Sacramento will pursue four primary housing strategies:

- To attract a greater diversity of housing types, particularly middle- and upper-income housing to balance the City's housing stock.

- To preserve the large stock of existing affordable housing, much of which is old and deteriorating.
- To remove dilapidated dwelling units that present health and safety problems and to provide replacement housing for displaced low-income residents.
- To attract new affordable housing without further concentrating any particular income group within any of the neighborhoods in West Sacramento.

These strategies are incorporated into the 6 goals and related policies outlined in this section. The implementation programs provide methods the City can use to realize these goals and meet its regional housing share during the time-period of the element, as defined by Sacramento Area Council of Governments.

The State's Role in Addressing Housing Issues

As a consequence of the enormous demand pressures placed upon the supply of housing in California, and the inability of the private market to address needs at the lower-end of the economic scale, the State of California imposed a number of affirmative requirements on local governments regarding their responsibilities to facilitate the production of housing, especially housing for low- and moderate-income households.

Much of the focus of state requirements, and many of the local housing issues addressed in the Housing Element, pertain to low- and moderate-income households. The reader should note, however, that the Housing Element is a document affecting housing for all residents, including middle-income households who are not benefited by most government programs but are also experiencing increasing difficulties in affording housing.

West Sacramento's 1992 Housing Element has been prepared in the context of this challenge of closing the housing gap and meeting the City's mandated responsibilities under state law, while attempting to address local concerns about development and other legitimate policy issues which may not coincide with state goals for low- and moderate-income housing.

Citizen Participation

The City of West Sacramento encouraged citizen participation into the revision of the Housing Element by conducting a number of community meetings before the Planning Commission and City Council and public hearings before each body. Meetings and hearings were advertised in advance through notices published in the local newspaper, in community organization bulletins, and by posting in public places. All members of the community were strongly encouraged to participate in the public proceedings.

Public meetings were conducted before the Planning Commission on March 7 and before the City Council on March 13 of 1991 to review the requirements of state law, discuss issues of concern among West Sacramento residents, review the data findings of a consultant retained to prepare the Housing Element, and evaluate potential programs to meet the City's housing needs.

A public hearing was held on the draft Housing Element by the Planning Commission on July 11, 1991 and by the City Council on September 18, 1991.

As a result of these public meetings, a draft Housing Element and Background Report was prepared, which was reviewed by the Planning Commission at public workshops conducted on June 16 and June 20, 1991 and by the City Council at public workshops conducted on July 10, 1991, and April 15, 1992.

As a consequence of the public participation process, there were ample opportunities for interested individuals to express their opinions before the Planning Commission and City Council.

Time Period Covered by the Element

This revised Housing Element covers the five-year period from July 1991, to July 1996.

Review and Update of the Housing Element

This Housing Element will be revised again in five years (1996) in accordance with state law.

REQUIREMENTS OF STATE LAW

(From Section 65583 Of The Government Code)

According to state law:

A housing element shall contain an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing.

Specifically, the element must contain:

(a) An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs, including:

An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs, including:

- Analysis of population and employment trends
- Analysis and documentation of household/housing characteristics
- Inventory of land suitable for residential development
- Analysis of potential and actual governmental constraints
- Analysis of potential and actual non-governmental constraints
- Analysis of special housing needs (including homeless needs)

- Analysis of opportunities for energy conservation

An identification of government subsidized housing units which may convert to market rate housing and, therefore, have to potential for displacing low-income households.

(b) A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing. The total housing needs identified in (a) may exceed the available resources and the community's ability to satisfy those needs.

(c) A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element, including:

- Identification of adequate sites that will be made available, including sites appropriate for emergency shelter
- Assisting in the development of housing affordable to low-income (80% or less of median) and moderate-income (80-120% of median) households
- Addressing, and where possible, removing governmental constraints
- Conservation of and improvement in the condition of existing affordable housing stock
- Promotion of housing opportunities for all persons (fair housing program)

Consistency of the Housing Element with the Other General Plan Elements

The City has reviewed the policies and programs in this Chapter and has determined that it is consistent with the other policies and programs of the General Plan in the following ways:

- The information on vacant land and the ability of the City to meet its regional share of housing for all income groups is based on the land use designations and densities provided in the Land Use Element. The City has concluded that the designations in the Land Use Chapter will allow the City to meet its regional share of housing needs. This is explained more fully in Chapter II of the General Plan Background Report.
- The policies for Transportation and Circulation and for Public Facilities and Services seek to ensure that local streets, the community-wide circulation system, and public facilities and services are available to accommodate new development. The City is presently pursuing actions to ensure that the primary area of City expansion, Southport, has adequate circulation links to the remainder of the City and can be served by the City's water and sewer systems. The costs of these public facilities and services will have to be borne by the beneficiaries. This Chapter contains policies and implementation measures to mitigate the negative cost impacts of required facilities and services on low- and moderate-income housing developments.

- Other policies in the General Plan establish policies for park dedication, open space preservation, regulation of residential development in the vicinity of hazardous land uses, and the regulation of residential land uses in areas exposed to excessive noise. The establishment of land use designations and densities in the Land Use Chapter has already accounted for areas that may not be suitable for residential development, or that may be suited to lower density development so as not to conflict with open space, noise, hazardous land uses, and other policies. The City will be able to accommodate its housing needs even in consideration of these other policies. The cost consequences on low- and moderate-income housing developments of setting aside land for parks and open space, and with complying with other General Plan policies, is addressed in this Chapter.
- The Urban Structure and Design Chapter contains policies addressing the design, configuration, appearance, and landscaping of new developments. The policies in this Chapter are sufficiently flexible so as to allow alternative approaches to meeting the policy intent. The cost implications for low- and moderate-income housing are addressed in this Chapter.
- The Chapter on Child Care contains policies to address the needs of single parents. These policies are consistent with policies in this Chapter for single mothers.

GOALS AND POLICIES

GOAL A: TO DESIGNATE ADEQUATE LAND FOR A BALANCED RANGE OF HOUSING TYPES AND DENSITIES FOR ALL ECONOMIC SEGMENTS OF THE COMMUNITY WHILE EMPHASIZING HIGH QUALITY DEVELOPMENT AND ENCOURAGING HOMEOWNERSHIP WHEN FINANCIALLY FEASIBLE

POLICY 1: The City shall continue to promote the development of a broad mix of housing types by adopting housing goals and providing voluntary incentives to achieve those goals (Implementation program 2).

POLICY 2: The City shall maintain an adequate supply of residential land in appropriate land use designations and zoning categories to accommodate projected household growth and to maintain normal residential vacancy rates.

POLICY 3: While promoting the provision of housing for all economic segments of the community, the City shall seek to ensure the highest quality in all new residential development.

POLICY 4: The Redevelopment Agency shall use its powers as appropriate to acquire and assemble sites for residential development, while minimizing displacement of existing residents.

POLICY 5: The City shall provide information to the public and developers on approved residential projects and vacant land supply.

POLICY 6: The City shall pursue all available state and federal funding assistance that is appropriate to West Sacramento's needs to develop housing that is affordable to low- and moderate-income households.

POLICY 7: The City shall utilize available financing techniques, such as mortgage revenue bonds or other mortgage backed securities, to develop affordable housing.

POLICY 8: The City shall promote the expeditious processing approval of residential projects that conform to General Plan policies and City regulatory requirements.

POLICY 9: The City shall ensure that its policies, regulations, and procedures do not add unnecessarily to the costs of producing housing while assuring the attainment of other City objectives.

POLICY 10: The City shall provide for the development of secondary residential units, as required by state law, while protecting the single-family character of neighborhoods.

POLICY 11: The City shall actively explore the feasibility of acquiring surplus government lands within the City for the development of affordable housing. In particular, these sites should be used to accommodate persons displaced in the redevelopment process.

POLICY 12: Where residential units which are required to sell or rent at below-market-rates are included within a housing development, such units shall be interspersed within the development and shall be visually indistinguishable from market-rate units.

POLICY 13: In accordance with provisions of state law, the City shall grant density bonuses of at least twenty-five (25) percent and at least one other specified incentive for qualifying projects to promote the inclusion of low- and moderate-income and senior citizen housing.

POLICY 14: If below-market-rate units are included in a project pursuant to the density bonus program or other local, state, or federal requirements, the City shall require buyer/renter eligibility screening and resale/rent controls for at least 10 years to maintain affordability of the units to originally-targeted income groups.

POLICY 15: The City shall, on a citywide basis, allow the installation of mobilehomes and factory-built housing on permanent foundations in accordance with residential design standards administered by the City.

POLICY 16: The City shall continue to work with the Yolo County Housing Authority in the administration of affordable housing programs.

POLICY 17: The City shall promote homeownership in new housing constructed for low- and moderate-income households, through its infill program.

POLICY 18: The City shall strive to provide for its share of the region's housing needs.

POLICY 19: The City shall encourage a mix of housing types throughout the city in order to increase residential choices.

POLICY 20: In the mid- to long-term (5 to 20 years), the Redevelopment Agency shall consider increasing its tax increment set-aside for low- and moderate-income housing above the legal minimum of 20 percent, based on the need on a project-by-project basis.

POLICY 21: The City shall use Community Development Block Grant (CDBG) funds in conjunction with private financial institutions to write down interest rates for home purchase or rehabilitation and/or institute a down-payment assistance program.

POLICY 22: The City shall promote the establishment of a new nonprofit housing developer or work with existing nonprofit developers to help develop affordable housing.

POLICY 23: The City shall support efforts to convert privately-owned multi-family complexes to nonprofit ownership, particularly in cases where owners have allowed their properties to deteriorate to substandard conditions.

POLICY 24: The City shall investigate creating the City's own housing authority.

POLICY 25: The City will evaluate on case-by-case basis whether fee waivers or reductions are appropriate in exchange for the provision of affordable housing.

POLICY 26: The City will follow state law which allows for the establishment of group homes, as defined by state law as 6 persons or less, in any residential zone.

GOAL B: TO ENCOURAGE THE MAINTENANCE, IMPROVEMENT, AND REHABILITATION OF THE CITY'S EXISTING HOUSING STOCK AND RESIDENTIAL NEIGHBORHOODS, PARTICULARLY IN THE BRODERICK AND BRYTE COMMUNITIES

POLICY 1: The City shall encourage private reinvestment in older residential neighborhoods and private rehabilitation of housing.

POLICY 2: The City shall pursue all available state and federal funding assistance that is appropriate to West Sacramento's needs to rehabilitate housing. Housing rehabilitation efforts shall continue to be given high priority in the use of CDBG funds.

POLICY 3: The Redevelopment Agency shall give high priority to housing rehabilitation in the use of redevelopment funds and resources to the extent such efforts are needed and are balanced with other redevelopment priorities. The Redevelopment Agency shall coordinate its rehabilitation efforts with ongoing City rehabilitation programs, based on available administrative capacity.

POLICY 4: The City shall support the revitalization of older neighborhoods by keeping streets and other municipal systems in good repair.

POLICY 5: The City shall promote the continued upkeep of existing mobilehome parks.

POLICY 6: The City shall require abatement of unsafe structures, giving property owners ample opportunities to correct deficiencies.

POLICY 7: The City shall promote the preservation of architecturally and historically significant residential structures, particularly in the designated historic area of Old Broderick.

POLICY 8: The City shall work with interested individuals and non-profit housing corporations to acquire rental housing projects in need of rehabilitation and to maintain the affordability of the units to low-income households.

GOAL C: TO ENCOURAGE ENERGY EFFICIENCY IN BOTH NEW AND EXISTING HOUSING

POLICY 1: The City shall require the use of energy conservation features in compliance with state standards in the design of all new residential structures.

POLICY 2: The City shall promote incorporation of energy conservation and weatherization features in existing homes and provide financial assistance to low-income households to improve energy efficiency as part of current housing rehabilitation programs.

POLICY 3: To the extent practical, the City shall require that the design of all new residential developments takes advantage of solar access.

GOAL D: TO PROVIDE AMPLE OPPORTUNITIES FOR THOSE EMPLOYED IN WEST SACRAMENTO TO FIND AFFORDABLE HOUSING CONVENIENT TO THEIR PLACES OF EMPLOYMENT SO THAT AUTOMOBILE COMMUTING IS MINIMIZED.

POLICY 1: The City shall endeavor to ensure that a full range of housing types in sufficient supply is available near major employment centers in West Sacramento.

POLICY 2: Higher density housing shall be located in areas served by the full range of urban services and near public transit routes and employment centers.

POLICY 3: New residential projects shall be designed to facilitate non-automobile modes of travel.

POLICY 4: The City shall encourage employers within West Sacramento to participate in the City's Economic and Employment Incentive program to promote employment of local residents in local jobs.

POLICY 5: The City shall encourage major employers to provide financial assistance to the development of housing for their employees.

GOAL E: TO ENSURE THE PROVISION OF ADEQUATE SERVICES TO SUPPORT EXISTING AND FUTURE RESIDENTIAL DEVELOPMENT

POLICY 1: The City shall work with the Washington Unified School District to ensure the availability of adequate school facilities to meet the needs of projected households in West Sacramento.

POLICY 2: The City shall support the use of CDBG (to the extent that fundable applications can be prepared) and redevelopment funds for the upgrading of streets, sidewalks, and other public improvements.

POLICY 3: The City shall ensure that new residential development pays its fair share in financing public facilities and services but also that all residents support community-wide facilities and services that benefit existing and new residential development.

POLICY 4: The City shall ensure that necessary public facilities and services shall be available prior to occupancy of residential projects.

POLICY 5: The City shall promote infill residential development where adequate public facilities and services are already in place.

POLICY 6: The City will evaluate alternative standards for infrastructure that would reduce its costs to affordable housing projects while meeting City health, safety, and aesthetic goals.

GOAL F: TO PROMOTE EQUAL OPPORTUNITY TO SECURE SAFE, SANITARY, AND AFFORDABLE HOUSING FOR ALL MEMBERS OF THE COMMUNITY REGARDLESS OF RACE, SEX, OR OTHER ARBITRARY FACTORS

POLICY 1: The City shall give special attention in housing programs to the needs of special groups, including the physically and mentally disabled, large families, the elderly, and families with lower incomes.

POLICY 2: The City shall make available to the public information on the enforcement activities of the State Fair Employment and Housing Commission.

POLICY 3: The City shall establish regulations which govern the conversion of apartments and mobilehome parks to condominiums.

POLICY 4: The City shall continue to work with surrounding jurisdictions to address the needs of the homeless on a regional basis.

POLICY 5: The City shall cooperate with and possibly subsidize community-based organizations which provide services or information regarding the availability of services to the homeless.

IMPLEMENTATION PROGRAMS

Program 1: The City will zone sufficient land at various densities to allow for the construction of sufficient housing to meet its SACOG regional housing allocation between 1991 and 1996. The City will review as needed the amount of land zoned for various residential uses in conjunction with the amount and types of housing produced in the previous year to determine if any changes in zoning may be needed to meet City housing needs. Under present General Plan zoning there is sufficient land to meet needs over next five years.

Objective: Zone for sufficient land to accommodate 1,408 new dwelling units between 1991 and 1996.

Responsibility: City Council, Community Development Department.

Timeframe: 1991 to 1996.

Program 2: To promote the construction of affordable housing, the City shall establish voluntary goals to be negotiated on a project-by-project basis. Compliance with the affordable housing goals will be strictly voluntary on the part of the developer, except as necessary to comply with state law in the redevelopment area (see Program 4 below). "Affordable" will be defined by the City according to the requirements of state and federal programs which provide subsidies to a project, or if no state or federal programs are involved, 30% of low- or very low-income as determined annually by the State Department of Housing and Community Development for Yolo County.

- a) For single family housing, the City shall encourage between 5% and 15% of the units to be affordable to moderate-income households.
- b) For multi-family ownership housing, the City shall encourage between 5% and 10% of the units to be affordable to low-income households and between 10% and 20% of the units to be affordable to moderate-income households.
- c) For multi-family rental projects, the City shall encourage up to 10% of the units to be affordable to very low-income households and between 5% and 15% of the units to be affordable to low-income households. No specific goal is set for moderate-income households because, at current market rents for rental housing, most moderate-income households should be able to afford market-rate rental units.

Affordable housing for special needs groups is included separately in other programs below. The percentage goals will be negotiated on a project-by-project basis according to the following criteria:

- The financial feasibility of providing the affordable housing based on the regulatory and financial incentives the City is able to offer and the availability of state and/or federal subsidies.
- The percentage of low- and moderate-income households presently residing in the vicinity of the proposed project (the City's goal is to discourage the concentration of any one income group in new developments).

- The character and size of the proposed development project.

The City will annually monitor the results of this program for 18 months, beginning in June 1992. If the process does not result in the number of desired affordable dwelling units, the City will consider adopting mandatory affordable housing goals or other alternatives to ensure the achievement of the City's affordable housing objectives. The City will develop a list of incentives which it is willing to offer in exchange for the provision of the affordable dwelling units.

Objective: 30 very low-income units.
60 low-income units.
110 moderate-income units*.

This objective applies to ownership housing only, as it is assumed that sufficient multifamily rental housing will be affordable to moderate-income households at market rates without a density bonus.

Responsibility: City Council, Community Development Department

Timeframe: FY1992/93 and ongoing.

Program 3: The City shall provide a minimum density bonus and other incentives to encourage new construction affordable to low-and very-low income persons. The minimum density bonus the City will provide will be in accordance with the requirements of state law: at least 25 percent and at least one other incentive for residential projects of five or more units which reserve at least 20 percent of their units for lower-income households, or 10% of their units for very low-income households. The City shall work with the Yolo County Housing Authority in establishing and maintaining "reserved" housing units. The City shall publicize the availability of the density bonus program. Other incentives the City will offer in conjunction with density bonuses for low-income housing include, but are not limited to: fee reductions or deferrals, expedited permit processing, contributions of redevelopment tax increment housing set-aside funds, applying for or providing technical assistance in applying for state or federal funds, the issuance of tax-exempt bonds or mortgage credit certificates, and the consideration of alternative development standards to reduce development costs. The City will determine, on a case-by-case basis, the appropriate incentives to offer to make a proposed affordable housing development financially feasible. The City will adopt an ordinance to implement the density bonus program and publish an informational bulletin describing the program and the City's affordable housing goals to promote this program to developers.

Responsibility: City Council/Redevelopment Agency, Community Development Department, Yolo County Housing Authority.

Timeframe: FY 1992 and 1993 and ongoing.

Objective: See objectives for Program 2.

PROGRAM 4: The affordability goals in Program 2 are project specific and will apply throughout the City. In addition to these project specific goals, state law requires that of the total number of dwelling units constructed or rehabilitated in a redevelopment area, at least 30% of the units developed or rehabilitated by the Redevelopment Agency must be affordable to low- and moderate-income households (half of which must be affordable to very low-income households) and at least 15% of the units developed or rehabilitated by other entities (public or private) must be affordable units (40% of which must of which must be affordable to very low-income households). To ensure that these aggregate affordable housing goals can be met in the redevelopment area, the City will adopt the following three strategies:

- a) require that new developments in the redevelopment area enter into a negotiated development process to set affordable housing goals for each project.
- b) establish rehabilitation objectives for dwelling units occupied by low-income households in the redevelopment area.
- c) identify sites on which one or more affordable housing projects can be developed by a private or non-profit housing developer using a combination of Redevelopment Agency funds, private funds, and state and federal subsidies. (See Program 22 below for a more complete discussion of this strategy).

Objective: See objectives for Program 2.

Responsibility: City Council/Redevelopment Agency, Community Development Department, Yolo County Housing Authority.

Timeframe: FY 1992 and ongoing.

Program 5: The City shall develop standards to allow secondary dwelling units by right in single-family residential zones, subject to specific criteria concerning floor area, relationship to principal residence, required parking, and other features. The City will promote its second unit standards by including information annually in City utility billings and submitting press releases annually to local newspapers.

Objective: 5 very low-income units.
10 low-income units.

Responsibility: City Council, Community Development Department.

Timeframe: Adopt standards in FY 1993, implement thereafter and ongoing.

Program 6: The City shall maintain a current inventory of vacant, residentially-zoned parcels and a list of approved residential projects, and shall make this information available to the public and developers. The City shall update the inventory and list at least every two years.

Responsibility: Community Development Agency.

Timeframe: FY 93 and ongoing.

Program 7: The City shall pursue all available and appropriate state and federal funding sources to support efforts to meet new construction needs of low- and moderate-income households and to assist persons with rent payments required for existing units.

Following are currently-funded (1991) state and federal programs the City specifically intends to pursue:

Section 202- Housing for the Elderly or Handicapped. This federal program provides low interest loans to finance the construction or rehabilitation of rental housing. Eskaton, a private nonprofit has provided for 54 low-income elderly housing units. The project is currently under construction.

Rental Housing Construction Program (RHCP). This program, funding for which has been re-established under Proposition 84 (1988), provides for the development of rental units by private, non-profit, or public agencies subject to the reservation of 30 percent of the units for very-low and low-income households (two-thirds of which must be very-low). Funds can be used for long-term financing or a combination of long-term and construction loan financing.

Objective: 40 very-low income units.
30 low-income units.

Responsibility: City Council/Redevelopment Agency, Community Development Department.

Timeframe: FY1993 and ongoing. The City will prepare applications annually, provided that it has identified eligible activities or projects for which competitive applications can be submitted.

Program 8: The City and Redevelopment Agency will use Community Development Block Grant (CDBG) Funds and tax increment revenues to subsidize on- and off-site infrastructure improvements directly or specifically benefiting lower-income housing projects. The use of CDBG funds would be contingent on the competitiveness of a public facilities application. Tax increment funding will be one of several financial incentives the City will offer to developers to make the provision of low-income housing financially feasible. The Redevelopment Agency will develop guidelines for the use of tax increment funds for the development of affordable housing.

Responsibility: City Council, Redevelopment Agency

Timeframe: FY 1994 and ongoing.

Program 9: The Redevelopment Agency may use its powers and revenues and will develop a list of potential sites that would be appropriate to assemble parcels and sell land to developers of lower-income housing projects. The Agency will actively solicit interested developers to prepare housing proposals for those sites. The assembly of sites could be a financial incentive offered by the City in exchange for the production of affordable housing, but this program will produce affordable units in addition to Program 1.

Objective 20 very low-income units.
50 low-income units.

Responsibility: Redevelopment Agency.

Timeframe: Prepare list in FY 1993, ongoing thereafter.

Program 10: The City will apply for an allocation from the state to issue mortgage revenue bonds or assist developers in using other mortgage backed securities, to assist in the development of affordable ownership and rental housing. The City will apply for at least one allocation. The financial feasibility of issuing bonds will depend on the ability of the Redevelopment Agency to raise the required 1/2% deposit (either from tax increment funds or developer contributions, or both), the size of the bond issue relative to the costs of issuing the bond, and the interest rate at which the bonds can be sold. The use of tax-exempt bond financing can be one of the financial incentives to implement Program 1, but additional units are expected to be produced, as well.

Following are currently-funded state and federal programs the City intends to pursue:

Mortgage Revenue Bonds (MRB). The City or Redevelopment Agency may issue bonds to support the development of multi-family and single-family housing for low and moderate-income households. MRBs allow the City or Redevelopment Agency to offer the low-interest mortgage loans to those experiencing difficulty in obtaining financing. In addition, the California Housing Finance Agency issues bonds to finance rental and ownership housing for low- and moderate-income households. Interested developers must apply to CHFA for a commitment.

MRBs for single family housing are issued to finance the purchase or rehabilitation of owner-occupied homes. Proceeds from the bond sales are used to make mortgage or rehabilitation loans to qualified low- or moderate-income home buyers. The bonds are serviced and repaid from the mortgage payments made by the property owners.

MRBs for multi-family housing are used to finance construction and mortgage loans as well as capital improvements for multi-family housing. Federal law requires that 20 percent of the total units in an assisted project be reserved for lower-income households. State legislation approved in 1985 requires that one half of the reserved units be set aside for very low-income households (50 percent of median income or below).

Objective: 25 very low-income units.
50 low-income units.
75 moderate-income units.

Responsibility: City Council, Redevelopment Agency, Community Development Department.

Timeframe: Apply for allocation in FY 1993, issue bonds or mortgage credit certificates in 1994, ongoing thereafter, if it is feasible for the City to use more than one allocation between 1991 and 1996.

Program 11: The City shall amend the Zoning Ordinance to provide for the development of mobilehomes and mobilehome parks in all residential zoning districts.

Responsibility: City Council, Community Development Department.

Timeframe: FY 1993 and ongoing.

Program 12: The City will identify those mobilehome parks in properly zoned locations in which the park infrastructure and the majority of the units can be preserved. If requested, the City will assist park owners in applying for state assistance to rehabilitate park infrastructure, assist the residents in applying for state aid to purchase the park, and/or provide tax increment funding to rehabilitate the park infrastructure and units that are feasible to repair.

Objective: Preserve mobilehomes that are in sound condition or feasible to rehabilitate.

Responsibility: City Council, Redevelopment Agency.

Timeframe: FY 1994 and ongoing.

Program 13: The City shall post and distribute information on currently available weatherization and energy conservation programs.

Responsibility: Building Department, Redevelopment Agency through CDBG program.

Timeframe: Current and ongoing.

Program 14: The City shall enforce state requirements, including Title 24 requirements, for energy conservation in new residential projects and shall encourage residential developers to employ additional energy conservation measures with respect to the siting of buildings, landscaping, and solar access. Any landscaping and development design guidelines prepared by the City will include consideration of energy conservation.

Responsibility: City Council, Community Development Department, Building Department.

Timeframe: Current and ongoing.

Program 15: The City shall continue to apply for direct allocation funds under the State Small Cities CDBG program. Housing objectives shall be a high priority in the use of CDBG funds.

State Community Development Block Grant Program (CDBG). The state-administered non-entitlement CDBG program provides funding for three eligible activity areas: housing, public facilities, and economic development.

Activities must address one of the following three objectives: serve lower-income people, eliminate slums or blight, or resolve urgent community development needs. Regulations require that at least 51 percent of the funds be used to benefit lower-income households and that no activity exclude low-income households.

Objective: Rehabilitate 50 very low-income units.
 Rehabilitate 60 low-income units.

Responsibility: City Council, Redevelopment Agency.

Timeframe: FY 92 and as frequently thereafter as competitive applications can be submitted.

Program 16: The City shall develop and implement standards applicable to all new residential projects aimed at improving the personal security of residents and discouraging criminal activity.

Responsibility: Police Department, Community Development Department.

Timeframe: Develop and revise standards in FY 1995, ongoing thereafter.

Program 17: The City shall cooperate with the Sacramento County Board of Realtors, as the City is no longer within the Yolo County Board of Realtors' jurisdiction, and Yolo County Housing Authority in implementing a county-wide mortgage credit certificate (MCC) program to assist first-time home buyers. The City shall consider establishing its own MCC program if local participation in the county-wide program is sufficient to merit an independent program.

Objective: Included under Program 1 for new construction. In addition, 25 moderate-income purchasers of existing homes.

Responsibility: City Council, City Manager, Redevelopment Agency.

Timeframe: Initiate discussion and reach agreement in FY 1993, ongoing thereafter.

Program 18: The City will contact financial institutions serving West Sacramento to solicit interest in providing financing for low- and moderate-income housing as part of their Responsibility under the Federal Community Reinvestment Act. The City will seek specific lending commitments to be used in conjunction with Redevelopment Agency funds and state and federal funds. The City will work with interested lending institutions and developers to use existing CRA funded programs through the Federal Home Loan Bank Board and the Federal Reserve Bank Board.

Objective: 30 low-income rental units.
 50 moderate-income rental or ownership units.

Responsible Agency: Redevelopment Agency

Timeframe: Initiate negotiations and identify interested developers in FY 1993, seek commitments from lending institutions and eligible projects from developers annually thereafter.

Program 19: The City shall adopt policies and procedures establishing relocation benefits and services for residents displaced by development projects in the Redevelopment Area. The City shall clearly outline procedures for identifying residents eligible for assistance and the type of assistance for which they are eligible. In cases where projects are initiated by the City or the Redevelopment Agency, these benefits and services shall be funded through the redevelopment budget. For displacement caused by private actions, the City will consider an appropriate mechanism for ensuring that low-income households are relocated. These efforts should be coordinated with the Yolo County Housing Authority so that displaced residents eligible for housing authority assistance can take advantage of it.

The City will use available sources of funding from the Redevelopment Agency, state, and federal governments to construct or rehabilitate replacement housing for low-income households to be displaced by City actions. In addition, the City will follow the requirements of state law for providing replacement housing in the Redevelopment Area, when necessary. The Redevelopment Agency will prepare a replacement housing plan for displacement in the Redevelopment Area on a project-by-project basis.

Objective: Provide relocation assistance to very low- and low-income households expected to be displaced between July 1991 and June 1996. Provide replacement housing for dwelling units expected to be removed as a result of Redevelopment Agency activities between 1991 and 1996. (See Program 20 for objectives relating to replacement housing for demolitions by private parties.)

Responsibility: City Council, Redevelopment Agency, City Manager, Yolo County Housing Authority.

Timeframe: Current and ongoing.

Program 20: The City shall establish policies and procedures for evaluating applications for demolition of residential structures. This evaluation shall consider the implications of the demolition with respect to the retention of affordable housing. If demolitions are deemed to result in a reduction of the amount of affordable housing in West Sacramento, the City shall require the proponent of the demolition to cooperate with the City in providing relocation assistance to displaced residents and in determining the means for replacing demolished units.

Within one year following the adoption of the Housing Element, the City will develop replacement housing guidelines to address the removal of low-income housing by private owners. Among the options the City will consider are the payment of relocation benefits to displaced households, rehabilitation of existing dwelling units to be occupied by low-income households, and the construction of replacement housing.

Objective: Replace very low- and low-income units expected to be removed by private actions between 1991 and 1996.

Responsibility: City Council, Community Development Department, Redevelopment Agency, Building Department.

Timeframe: Adopt guidelines in FY 1993, ongoing thereafter.

Program 21: The City shall establish a program requiring owners of units which are vacated for violation of housing and building codes to pay all or a portion of the costs necessary to relocate displaced residents.

Objective: Relocation of displaced households as a result of code enforcement actions.

Responsibility: City Council, Redevelopment Agency.

Timeframe: FY 1992 and 1993 and ongoing.

Program 22: The City shall institute an annually-updated Housing Resources Inventory to guide its housing related activities, particularly with respect to redevelopment and the use of the Redevelopment Agency's tax increment housing set-aside funds. The City shall produce an annual report summarizing the City's housing-related activities for the preceding calendar/fiscal year, including the following information. As part of this process, the Redevelopment Agency shall establish and annually update a set of policies and procedures to guide the implementation of the low- and moderate-income housing requirements for redevelopment tax increment revenues. The housing program will be implemented by a Housing Program Manager in the Redevelopment Agency. This should include establishing a discrete Housing Fund and outlining priorities for the expenditure of Housing Fund monies.

- Progress made toward achieving the City's fair-share housing allocation as determined by SACOG.
- An inventory of housing conditions, including the identification of areas to be targeted for rehabilitation efforts.
- A summary of efforts taken to improve the condition of the City's housing stock (e.g., CDBG-supported rehabilitation loans).
- An inventory of sites suitable for the development of low-income housing projects.
- A summary of efforts undertaken to relocate residents displaced by new development and to replace affordable units lost as a result of new development, particularly redevelopment projects.
- Up-to-date information on the homeless population of West Sacramento and a summary of services available locally to address the needs of the homeless.
- An analysis of measures that the City might pursue to assist in the development of affordable housing (e.g. reduction of parking and landscaping requirements for seniors projects, reduction of residential street development standards, and reduction of open space and park dedication requirements).

Potential activities which can legally be supported by the Housing Fund include the following:

- Acquisition of land for the development of affordable housing.
- Acquisition of existing housing for retention as affordable units.

- Provision of short- and long-term development financing assistance to developers of low- and moderate-income units.
- Provision of grants or low-interest loans for housing rehabilitation.
- Provision of grants or low-interest loans for low- or moderate-income homebuyers.
- Advancement of funds to developers of affordable units who are eligible for other federal or state funding assistance which is not immediately available; repayment of advanced funds can be conditioned on receipt by the developer of other assistance funds.
- Provision of rental subsidies to low- and moderate-income individuals.
- Planning, designing, and construction of low- and moderate-income housing.
- Payment of predevelopment costs for developers of affordable housing.
- Payment of administrative expenses for nonprofit housing development corporations.
- Construction of on- and off-site improvements necessary to support the private development of low- and moderate-income housing.

The City will decide, based on this annual evaluation of its progress, whether or not to adjust its program actions or to adopt new program actions.

Objective: No separate objective for this program, included as part of new construction and rehabilitation program objectives.

Responsibility: City Council, Redevelopment Agency, Community Development Department.

Timeframe: FY 1993; annually thereafter.

Program 23: The City shall continue to participate in the Yolo County Homeless Services Coordination Program; this participation shall include an annual funding contribution to be shared with Yolo County and the Cities of Davis, Woodland, and Winters. As part of this program, the City will seek a cooperative effort to develop additional homeless services/facilities capacity on a county-wide basis as needed to address homeless needs. If the City prefers to use resource centers as part of its continuing role in assisting the temporarily homeless, first priority for use will be given to City residents who are temporarily homeless.

Responsibility: City Council, Community Services Commission.

Timeframe: Current and ongoing.

Program 24: The City shall continue to cooperate with the Yolo County Housing Authority in its administration of the Section 8 rental assistance program.

Objective: 400-450 very low-income households.

Responsibility: City Council, Yolo County Housing Authority.

Timeframe: Current and Ongoing.

Program 25: The City shall cooperate with the Yolo County Housing Authority to assure the continued operation of its public housing projects in West Sacramento. In the event that any of the Housing Authority's below-market-rate units are proposed for replacement by new development, the City will work with the Housing Authority to assure that suitable replacement units are either developed or suitable units are identified for relocation of tenants displaced by new development.

Objective: 140 existing very low-income units.

Responsibility: City Council, Redevelopment Agency, Yolo County Housing Authority.

Timeframe: Current and ongoing.

Program 26: The Redevelopment Agency shall initiate a rehabilitation program using tax increment revenues to benefit moderate-income households who are not eligible for rehabilitation assistance under the CDBG program.

Responsibility: Redevelopment Agency

Objective: 10 low-income households.
20 moderate-income households.

Timeframe: Initiate in FY 1994, ongoing thereafter.

Program 27: The City shall continue to promote equal housing opportunity for all persons regardless of race, religion, sex, marital status, ancestry, nation origin, or color by continuing to provide funding for the operation of the Yolo County Fair Housing Office.

Responsibility: City Council, Community Development Department, Redevelopment Agency.

Timeframe: Current and ongoing.

Program 28: The City shall adopt an emergency shelter/transitional housing ordinance that identifies appropriate sites for such facilities and establishes clear guidelines for their development. Until the adoption of such an ordinance, the City shall allow by right the development of such facilities in areas zoned R-4, C-2, or C-3.

Responsibility: City Council, Community Development Department, Redevelopment Agency.

Timeframe: FY 1993.

Program 29: The City shall undertake a study into the possible creation of a city-operated housing authority or a non-profit corporation to operate affordable housing developments.

Responsibility: City Council, Redevelopment Agency, Community Development Department.

Timeframe: Submit to City Council for action during FY 1993 or FY 1994; if feasible, establish a housing authority or non profit corporation during FY 1994.

Program 30: The City will mitigate the potential loss of low-income housing units through the conversion of subsidized rental housing projects to market-rate housing by adopting the following actions:

- 1) One year prior to the conversion date, the owner will be required to notify residents of the expected date of loan pre-payment or pay-off, at which time the owner would no longer be restricted in the level of rent that could be charged. The notice would also contain an estimate of rent increases at the time rental restrictions no longer apply. Residents moving in to a housing development during this one year period must also be notified of the pending conversion at the time they sign a rental agreement.
- 2) Property owners would provide relocation assistance to those low-income households who are unable to afford rent increases.
- 3) The Redevelopment Agency would solicit interested non-profit housing corporations to acquire and maintain such projects as low-income housing.
- 4) The Redevelopment Agency would assist an interested non-profit housing corporation in applying for state or federal assistance for acquisition. If such funding is not available, the Redevelopment Agency would apply for an allocation from the state to issue tax-exempt bonds for the acquisition of the housing project.

Objective: Maintain affordable housing for or relocate 77 low-income households occupying units that could convert by 1996.

Responsibility: City Council, Redevelopment Agency, Community Development Department.

Timeframe: FY 1992 and ongoing.

Program 31: The City will require that affordable housing projects be designed so that there is no discernable exterior difference between such projects and market-rate housing projects. The City will also require that developers of affordable rental housing projects provide information showing how such projects will be managed to maintain units in sound condition.

Responsibility: Community Development Department, Redevelopment Agency.

Timeframe: FY 1993 and ongoing.

Program 32: The City will implement state standards to include accessibility for mobility-impaired individuals in new housing. The City will encourage developers of affordable housing to include mobility-impaired accessibility in their project design.

Responsibility: Community Development Department, Building Department, and Redevelopment Agency.

Timeframe: FY 1992 and ongoing.

QUANTIFIED OBJECTIVES

JULY 1, 1991 - JULY 1, 1996

<u>Income Level</u>	<u>New Construction Objective*</u>		<u>Rehab Objective</u>	<u>Replacement/Reloc Objective</u>
Very-Low	120	(138%)	60	200
Low	230	(105%)	80	119
Moderate	361	(100%)	0	0
Above Moderate	<u>740</u>	(100%)	<u>0</u>	<u>0</u>
Total	1,451		140	319

Conservation Objective

Section 8	400 - 450
Housing Authority	140
Other**	<u>77</u>
Total	617 - 667

* Percentages represent the percent of SACOG goals met. Number for moderate-income group includes 260 units provided with City and other incentives and subsidies. Remainder or units would be market rate rental units.

** Units with federally subsidized loans which might convert to market rate units between 1991 and 1996.

DISPLACED HOUSEHOLDS

This report estimates the potential number of lower-income households who may be displaced as a result of redevelopment activities, development under the General Plan, the removal of dilapidated dwelling units, and rising property values that will accompany growth and change in the City. This report is included as part of the Housing Element policy document because of the important link between City housing policies and displacement.

DEFINITION

A displaced household is one which is forced to relocate due to circumstances it cannot control. The traditional definition of "displacement" is limited to physical displacement resulting from the demolition, conversion, or change in tenure of a dwelling unit. This report will also consider economic displacement, which occurs as consequence of rising housing costs.

Households can be displaced for a number of reasons including, but not limited to, the following:

- the owner of a rental unit sells the unit to an owner-occupant;
- a rental unit located on non-residentially zoned property (a "nonconforming" use) is converted to the appropriately zoned non-residential use;
- a housing unit deteriorates to the point of being uninhabitable; or
- new investment in surrounding areas causes general increases in land values. This contributes to rental rate increases beyond a renter's ability to pay. This rise in property values would not have the same effect on home owners, who can choose to sell or remain in their homes as a consequence of rising property values.

BACKGROUND

Over the next twenty years (the time period covered by the current General Plan), a substantial number of redevelopment activities are expected to take place throughout the City of West Sacramento in accordance with policies and programs established in the General Plan. As identified in the Housing Element adopted in 1990, a number of households are at risk of being displaced as a direct consequence of this redevelopment. In addition, a large number of households could potentially be displaced for reasons which are not directly related to redevelopment activities.

It is important to note that estimates of households which might be displaced by factors as unpredictable as market conditions are subject to a substantial amount of error. The variance in estimating displacement is also affected by the lack of available 1990 Census data at the time this document was produced. Much of the data used in these calculations is based on 1980 Census Data.

This section will attempt to quantify the total number of households and the total number of households earning incomes below the poverty level which will be displaced by redevelopment which is likely to occur over two different time periods: the five year time frame covered by the Housing Element (July 1, 1991 to June 30, 1996), and the twenty year period covered by the General Plan. It is important to quantify the number of households earning incomes below the poverty level because their ability to find alternative housing is substantially less than households with higher incomes. When identifying these totals, the assumption is made that homeowners are not at risk of being displaced. Monthly housing expenses for homeowners are not affected by increases in market land values.

Appendix E in the West Sacramento General Plan EIR, dated May 3, 1990 provides the development assumptions buildout calculations which define the amount of development activity expected in the City over four different time frames, spanning from 1988 to build-out. The four categories cover the following time periods:

Period 1: 1988 to 1994

Period 2: 1995 to 1999

Period 3: 2000 to 2004

Period 4: 2005 to build-out

Since the Housing Element time span is 1991 to 1996, it is assumed that the development activity expected to occur during the life of the Housing Element includes that which will be completed during the Period 1 (since very little of the development expected to occur during this time frame has, in fact, occurred, the 1988 to 1991 timeframe is not of concern). In addition, 40 percent of the development expected to occur in Period 2 will also occur during the time span covered by the Housing Element (1995 and 1996 account for 40 percent of period 2). The remainder of the development is expected to occur over the period of 1997 to 2010, the time span covered by the General Plan. The estimates of displacement potential are, therefore, shown for the period covered by the Housing Element and the overall General Plan Timeframe.

DISPLACEMENT CALCULATIONS AND METHODOLOGY

A survey conducted for the City of West Sacramento in 1988 by J. Laurence Mintier & Associates identified 930 housing units that have a high likelihood of being replaced by higher-density residential, commercial, office, or industrial uses during the General Plan Timeframe. These calculations represent a "credible worst-case scenario" for development under the General Plan. Although these units are in areas which will eventually experience substantial redevelopment, they are not specifically targeted for removal.

The assumptions used in preparing the buildout calculations do not reflect City policy concerning what should happen on any particular parcel, nor do they reflect specific development proposals that have been submitted to the City. The development potential reflected in the buildout calculations is, instead, a theoretical estimate of what may develop and is used as the basis of the assessment of impacts in the West Sacramento Final General Plan EIR. Whether a particular parcel recycles will ultimately depend on market conditions and decisions by the property owner, and will, in most cases, be subject to City review in conjunction with a rezoning request or a specific development proposal.

Using the list of 930 units expected to recycle over the next 20 years, 1980 and 1990 Census data, and a housing conditions survey conducted by Connerly and Associates, Inc., the following methodology was used to determine the total potential number of potentially displaced households caused by: A) residential to nonresidential conversions of nonconforming units (residential units located on nonresidential zoned lots); B) redevelopment activities; C) housing deterioration; and D) increased land values.

Notes: According to the 1980 Census, 21 percent of the households in the Broderick area had incomes below the poverty level. Since most of the displacement discussed in this section will take place in Broderick or areas with similar income levels as Broderick, we will use this 21 percent figure to determine the number of poverty level households in danger of displacement.

Since the issue of displacement is concerned with households and not housing units, the estimate of potential displacement should account for vacant units. The 1990 Census reported that there were 11,052 households and 11,652 housing units, a vacancy rate of 5%. Adjusting the 930 housing units identified above by 5%, yields 884 households that have the potential to be displaced by redevelopment activities.

A. Residential to Nonresidential Conversions

All nonconforming units (those with nonresidential GP designations) were subtracted from the list. The Final EIR indicates that there are 449 units in this group (see Table II-20, page II-22, Final EIR). Assuming a 5 % vacancy rate, this equates to 426 households.

We can assume that single family owner-occupied households are not at risk of being involuntary displaced (except by eminent domain). Therefore, this group is subtracted from the list of units. To calculate single family owner-occupied units, single family rental and multifamily units must be calculated and subtracted from the total amount of units. 144 nonconforming multifamily units were identified from the parcels list (this was done by adding up all the units where more than one unit per address exists). The remaining 305 nonconforming units ($449 - 144 = 305$) are single family. According to the 1980 Census, 70 percent of the single family units in West Sacramento are owner-occupied. It can be calculated that 214 of the identified nonconforming units are single family owner-occupied. This equates to 203 households.

By subtracting these 203 households from the total of 426 households, it is determined that 223 households are at risk of being displaced due to land use conversions.

Eighty-six of the nonconforming units on the parcels list appear to be in the Broderick Reuse Area. This is 19 percent of the total nonconforming units. Applying this 19 percent to the 223 households identified as potential displacements, a calculated 42 households in nonconforming units in the Broderick Reuse Area and 181 households in nonconforming units in other parts of the City could potentially be displaced due to land use conversions.

According to the EIR Development Assumptions, redevelopment of the Broderick Reuse Area and Raley's Landing will be approximately 58 percent complete by 1996. This indicator of redevelopment activities is used to estimate the rate at which nonconforming uses will recycle. Fifty-eight percent (24 households) of the households in nonconforming units in the Broderick Reuse area face potential displacement by 1996.

The balance of the households in nonconforming units in the Broderick Reuse Area and the households in nonconforming units in other parts of the City ($18 + 181 = 199$ total households) face the potential for being displaced over the remaining life of the General Plan.

B. Redevelopment Activities

From the remaining group of units (those which are located in residentially designated lots), 446 were identified as being in the Broderick Reuse Area.

Once again, it is assumed that low-income households may potentially be displaced in accordance with the rate of development. Since 58 percent of the development in these areas will be completed by 1996, it is assumed that 58 percent of the 446 units located on residentially designated lots could be recycled by 1996. The resulting total is 259 units. This equates to 246 households which may face potential displacement due to redevelopment activities over the next five years.

The remaining units located on residentially designated lots in the Broderick Reuse Area (187 units) could potentially be recycled over the General Plan time frame. This equates to 178 households.

In addition, some of the units located on residentially designated lots which are not located in the Broderick Reuse area may face displacement over the General Plan time frame. This group consists of the units which are neither nonconforming units (449 total units) nor conforming units in the Broderick Reuse area (446 total units). The total for this group is 35 units [$930 - (449 + 446) = 35$ units]. This equates to 33 households. Therefore, the total households facing potential displacement due to redevelopment activities over the General Plan time frame is 211 households ($178 + 33 = 211$).

C. Housing Deterioration

The Connerly Housing Conditions Survey was used to determine the amount of households which might be displaced as a result of housing units which become uninhabitable. It is assumed that households living in units which are currently in a state of dilapidation are in danger of being displaced over the next five years, and households living in units which need substantial rehabilitation are in danger of being displaced over the next twenty years. The Connerly survey identified 47 units in the Broderick/Bryte area as being dilapidated and 45 units as needing substantial rehabilitation.

It has not been determined if the units mentioned above are included in the 930 unit parcel list. In order to avoid double counting, it is assumed that these units have already been accounted for. This assumption should be fairly valid considering many of the units on the list are old and in need of rehabilitation.

D. Increased Land Values

The redevelopment activities occurring in West Sacramento could have a substantial impact on housing costs. As undeveloped land becomes developed, and property values increase accordingly, the value of land in surrounding areas is certain to increase. The impact will likely be felt most severely by rental households.

Since new development is taking place throughout the City, the effect on rental households will be felt city-wide. Renter households earning incomes of 50 percent or less of the County median income and spending in excess of 35 percent of their incomes on housing costs, are most likely to feel the effects of increasing rents and, therefore, are most likely to face the potential for "economic" displacement.

According to the 1990 Census, approximately 47 percent of the City's households are renters, and in 1980 nearly 35 percent of the City's renter households earned less than 50 percent of the County median income. (The 1990 Census results for income are not yet available.) Applying these percentages to 1990 household figures, it is calculated that there are 1,715 renter households earning less than 50 percent of the county median income.

The Yolo County Housing Authority (YCHA) issues 380 Section 8 Certificates and Vouchers to West Sacramento households. The YCHA also maintains 139 housing units for lower income residents. Since these 519 households are receiving substantial assistance, they are not in danger of being displaced. Nearly all of these households earn incomes of less than 50% of the median County income, so the number of Housing Authority assisted households will be subtracted from the 1,715 households mentioned above. The result is that an estimated 1,196 very low-income renter households might face "economic" displacement as a result of rising rents and might not be able to continue living in West Sacramento.

Due to the unpredictable nature of real estate markets and income levels, it is impossible to determine when and/or if these households might actually be unable to continue their residence in West Sacramento. Even with this uncertainty, however, one could surmise that very low-income households paying more than 35 percent of their income for housing costs would likely face the greatest near-term prospects for economic displacement. According to the 1980 Census, 52 percent of very low-income renters in West Sacramento paid in excess of 35 percent of their income for rent. This percentage applied to 1990 household figures equals 623 very low-income households. Divided evenly over the life of the General Plan, this is an average potential displacement of 32 households per year, 160 households by 1996, and 475 households from 1997 to 2010.

The following table shows the estimated number of households potentially facing displacement from the three primary causes described above. This table only provides an estimate of what might happen under a worst-case scenario. It is quite possible that the number of households who must actually move from their present residences, either due to the removal of the units, the conversion of the units, or due to economic circumstances, will be much less than shown in this table. The factors affecting the actual outcome can vary substantially. This table should not be used, therefore, as an absolute calculation of the number of households who will be displaced.

NUMBER OF HOUSEHOLDS POTENTIALLY FACING DISPLACEMENT IN WEST SACRAMENTO

TIME PERIOD

<u>Source</u>	1991 - 1996		1997 - 2010		<u>Source Totals</u>
	<u>Below Poverty</u>	<u>Total</u>	<u>Below Poverty</u>	<u>Total</u>	
Redevelopment	52	246	44	211	457
Private					
Conversions	5	24	42	199	223
Sub. Rehab	---	---	---	---	---
Dilapidated	---	---	---	---	---
Incr Housing Costs	---	160	---	475	635
Totals	57	871	86	885	1,315

REPORT OF THE HOUSE OF REPRESENTATIVES ON THE COMMITTEE ON HOUSING AND RURAL AFFAIRS IN RESPONSE TO RESOLUTION 100, PASSED MAY 1, 1941

IN SENATE, MAY 1, 1941
BY MR. [Name]

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SECTION III

TRANSPORTATION AND CIRCULATION

GOALS AND POLICIES:

Goal A: To create and maintain a roadway network which will ensure the safe and efficient movement of people and goods throughout the city.

Policies:

1. Street design and access standards shall provide for safe and efficient movement of goods and people.
2. The City shall endeavor to maintain a Level of Service "C" on all streets within the city, except at intersections and on roadway segments within one-quarter mile of a freeway interchange or bridge crossing of the Deep Water Ship Channel, barge canal, or Sacramento River, where a Level of Service "D" shall be deemed acceptable.
3. Streets shall be dedicated, widened, extended, and constructed according to the street cross section standards shown in Figure I-2 or as may be established by the City through a Specific Plan, Zoning Ordinance or similar mechanism for a particular planning area of the City. Dedication and improvements of full rights-of-way as shown in Figure I-2 shall not be required in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination by the City Engineer that safe and adequate public access and circulation are preserved by such deviations.
4. Land uses which generate high traffic volumes shall be located near major transportation corridors and public transit facilities to minimize vehicle use, congestion, and delay.
5. Neighborhood streets shall be designed to discourage through-traffic and unsafe traffic speeds.
6. To the extent practicable, the City shall maintain streets in a condition which is safe for travel and consistent with current design standards.
7. The primary purpose of streets shall be the movement of vehicles and goods; parking shall be a secondary and subordinate use only, unless such on-street parking has been established by the City through a Specific Plan, Zoning Ordinance, or other similar mechanism as an integral design component of a particular planning area of the City. If travel demands dictate, on-street parking may be eliminated, either permanently or temporarily to increase traffic-carrying capabilities.
8. On-street truck parking shall be prohibited where such parking restricts adequate sight distances or otherwise poses a potentially hazardous situation.
9. Industrial and commercial development shall be planned so that truck access through residential areas is avoided.

10. The City shall attempt to confine truck traffic to designated truck routes. The City shall consider the additional weight and turning requirements of trucks in selecting truck routes.
11. To the extent practicable, grade separation of main line railroads and major arterial streets, particularly those of six lanes or more, shall be provided. The City shall maximize the use of available state and federal funds for grade-separated railroad crossings and encourage railroad companies to pay their equitable share of any such projects. The top priority for grade separation shall be Harbor Boulevard.
12. The City shall ensure that adequate access to the Southport area is provided for before new major development occurs in the Southport area.
13. The City shall work with Caltrans and the City of Sacramento in improving the traffic-carrying capacity of the Tower Bridge and the I-Street Bridge, and in the development of the Sutterville Bridge.
14. The City shall ensure through a combination of traffic impact fees and other funding mechanisms that new development pays its fair share of the costs of circulation improvements.
15. The City shall support improvements to the Freeport Bridge to provide improved access to the southern part of West Sacramento.

Goal B: To promote and maintain public and private transit systems that are responsive to the needs of all West Sacramento residents.

Policies:

1. The City shall cooperate with Sacramento Regional Transit District (RT) to actively pursue extension of light rail into West Sacramento. Particular consideration shall be given to use of railroad rights-of-way, including the Union Pacific Railroad right-of-way in the Southport area. Transit station sites shall be identified along potential routes for extension of the light rail system.
2. Should extension of the light rail system into West Sacramento prove infeasible, the City shall seek development of a feeder-bus system to facilitate use by West Sacramento residents of a South Sacramento extension of the light rail system.
3. The City shall work to assure that YOLOBUS service is responsive to local needs.
4. The City shall explore the possibility of ultimately contracting with RT for provision of bus service in West Sacramento and between West Sacramento and Sacramento.
5. The City shall support the establishment of high-speed intercity rail service connecting the Bay Area with the Sacramento area.
6. The City shall encourage privately-owned transit systems, such as taxicabs and private bus companies, to provide convenient transfers to and from public transit systems.
7. Special consideration shall be given to proposed land uses adjacent to transit routes to ensure compatible and supportive relationships.

8. The City shall support the provision of paratransit services for elderly and disabled residents of West Sacramento.
9. New development shall be required to install indented curbs for bus pullouts, bus shelters, and other transit-related public improvements where appropriate.
10. The City shall work with railroad companies, rail-dependent industries, and property owners in developing an overall strategy for rail lines in West Sacramento, including plans for the development of alternative rail access, a schedule for abandonment of certain rail lines, plans for the ultimate use of abandoned railroad rights-of-way, and possible City acquisition of abandoned railroad rights-of-way.
11. The City shall consider the establishment of a multi-modal transportation center.

Goal C: To promote increased efficiency in automobile use.

Policies:

1. The City shall encourage and support programs which will increase ridesharing.
2. The City shall cooperate with Caltrans in the development of park-and-ride facilities near major transportation corridors.
3. The City shall adopt a Transportation Systems Management (TSM) ordinance applicable to major development projects and employers.

Goal D: To consider air quality and noise impacts along with traffic flow efficiency when making decisions about improvements to existing roadways or construction of new roadways.

Policies:

1. To the extent feasible, the City shall provide for separation of residential and other noise-sensitive land uses from major travel corridors to reduce noise and air pollution impacts.

Goal E: To encourage communication and cooperation within the community, with adjacent jurisdictions, and with state and federal agencies concerning all transportation-related issues.

Policies:

1. The City shall continue to participate in state, regional, and local transportation planning efforts to insure coordination of the expansion and improvement of the region's transportation system.
2. The City shall continue to develop formal and informal lines of communication between adjacent jurisdictions to ensure cooperation in the development of transportation systems which cross jurisdictional boundaries.

Goal F: To ensure the adequate provision of both on- and off-street parking.

Policies:

1. If future growth in traffic volumes necessitates removal of on-street parking places to provide additional traffic lanes, the City shall ensure that the lost on-street spaces are replaced with an equal number of off-street spaces within the same vicinity, when feasible.
2. The City shall require provision of adequate off-street parking in conjunction with all new developments. The adequacy and appropriateness of parking requirements in the *Zoning Ordinance* shall be periodically reevaluated and may be revised for a particular planning area by adoption of a Planned Development Zone pursuant to the Zoning Ordinance.

Goal G: To promote pedestrian and bicycle travel as alternatives to automobile use.

Policies:

1. The City shall create and maintain a safe and convenient system of pedestrian and bicycle pathways which encourages walking or bicycling as an alternative to driving. New development shall be required to pay its fair share of the costs for development of this pathway system.
2. The City shall establish a safe and convenient network of identified bicycle routes connecting residential areas with recreation, shopping, and employment areas within the city. The City shall cooperate with surrounding jurisdictions in designing and implementing an area-wide bikeway system.
3. Bicycle routes shall emphasize paths separated from vehicle traffic to the maximum extent possible, but shall also include bicycle lanes within public streets; bikeways may, however, be combined with pedestrian and vehicle routes, where appropriate.
4. The City shall limit on-street bicycle routes to those streets where the available roadway width and traffic volumes permit safe coexistence of bicycle and motor vehicle traffic.
5. The City shall attempt to establish bicycle parking facilities at all new major public facilities, business and employment sites, and shopping centers.
6. Bicycle safety shall be considered when implementing improvements for automobile traffic operations.
7. To the extent practicable, bicycle and pedestrian pathways shall be included within open space areas and adjacent to waterways.
8. All new bridge crossings shall include bicycle and pedestrian pathways.

IMPLEMENTATION PROGRAMS:

1. The City shall maintain a master list of the most recent available traffic counts. The master list shall be updated with traffic counts taken in conjunction with project traffic studies and special counts conducted by the City.

Responsibility:

Public Works Department

Time Frame:

Ongoing

2. The City shall maintain a *Street Master Plan* showing the existing and proposed ultimate rights-of-way and street width for each road segment within the city. The *Street Master Plan* shall also indicate the necessary rights-of-way to be acquired or dedicated. The *Street Master Plan* shall be regularly updated.

Responsibility:

City Council

Public Works Department

Community Development Department

Time Frame:

Ongoing

3. The City shall enhance internal circulation and access between Sacramento and West Sacramento by implementing the following:

- With redevelopment of the area between the Tower Bridge and the Pioneer Bridge and with the possible abandonment of existing railroad lines, preserve the ability to modify access to SR 275 and the Tower Bridge, including at-grade crossings of SR 275.

- Investigate modification of the I Street Bridge approach and the "C" Street alignment to enhance vehicular flows to and from the I Street Bridge.

- Develop plans for the development of the Sutterville Bridge.

- Consider other possibilities for bridge crossings over the Sacramento River.

Responsibility:

Community Development Department

Public Works Department

Time Frame:

As needed

4. The City shall prepare, adopt, and periodically update a long-term *Major Projects Financing Plan (MPFP)*, including transportation and circulation system improvements, which identifies:

- Service standards
- Inventory of existing street conditions
- Specific road maintenance and reconstruction project descriptions, including cost estimates
- Right-of-way acquisition needs
- Schedule of road improvements and right-of-way acquisitions
- Financing responsibility, including techniques to be employed

Responsibility:

City Council
City Manager
Public Works Department
Community Development Department
Finance Department

Time Frame:

FY 90-91; as needed

5. The City shall upgrade and ensure proper maintenance of traffic signals at intersections so that they function efficiently.

Responsibility:

Public Works Department

Time Frame:

Ongoing

6. The City shall review and revise as necessary, off-street parking standards of the *Zoning Ordinance*. Such revision shall be based on a survey of the parking requirements of other Northern California communities and an assessment of the adequacy of the City's current standards.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91; 91-92

7. The City shall support State and local efforts to establish park-and-ride facilities for commuters.

Responsibility:

City Council

Time Frame:

Ongoing

8. The City shall adopt a Transportation Systems Management (TSM) ordinance applicable to major development projects and employers in the city.

Responsibility:

City Council
Community Development Department
Public Works Department

Time Frame:

FY 90-91; 91-92

9. The City shall prepare and adopt a *Pedestrian and Bicycle Route Master Plan*. This shall include standards for the development of bicycle and pedestrian pathways in conjunction with new development.

Responsibility:

City Council
Public Works Department
Community Development Department
Parks and Community Services Department

Time Frame:

FY 91-92

10. The City shall prepare and adopt requirements for secure bicycle racks at new commercial and employment sites.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91; 91-92

SECTION IV

PUBLIC FACILITIES AND SERVICES

GOALS AND POLICIES

Goal A: To maintain an adequate level of service in the City's water system to meet the needs of existing and future development.

Policies:

1. The City shall continue to use treated surface water from the Sacramento River as the principal source of domestic water for the city, relying on treated groundwater only to supply the port pressure zone and as an emergency backup to the surface water source. The City shall pursue as expeditiously as possible, acquisition of additional surface water rights necessary to accommodate projected water demand.
2. The City shall continue to expand and develop water treatment, distribution, and storage facilities to accommodate the needs of existing and planned development.
3. To minimize the need for the development of new water sources and facilities and to minimize sewer flows, the City shall promote water conservation both in City operations and in private development.
4. The City shall replace or repair old, leaking water lines as financially feasible.
5. The City shall ensure the provision of adequate fire-flow rates in all new development.
6. The City shall maintain fire hydrants.
7. The City shall, through a combination of water development fees and other funding mechanisms, ensure that new development pays its fair share of the costs of water system improvements.

Goal B: To maintain an adequate level of service in the City's sewage collection and disposal system to meet the needs of existing and future development.

Policies:

1. The City shall selectively repair or replace sanitary sewers serving the existing community to remove excessive infiltration/inflow.
2. The City shall ensure the provision of adequate sewer service to all new development in the city and support the extension of sewer service to existing developed areas where this service is lacking.
3. The City shall expand and develop new wastewater treatment and disposal facilities to accommodate the needs of existing and planned development.

4. The City shall, through a combination of sewer development fees and other funding mechanisms, ensure that new development pays its fair share of the costs of sewer system improvements.
5. The City shall actively promote and enforce appropriate industrial pre-treatment standards and source control for toxic materials entering the sewer system. Realistic goals and implementation programs shall be prepared with the business community to ensure compliance with all EPA discharge requirements.

Goal C: To maintain an adequate level of service in the City's storm drainage system to accommodate runoff from existing and future development and to prevent property damage due to flooding.

Policies:

1. Where practical and economical, the City shall upgrade existing drainage facilities as necessary to correct localized flooding problems.
2. The City shall continue to expand and develop storm drainage facilities to accommodate the needs of existing and planned development.
3. The City shall form storm drainage districts as needed to ensure that needed storm drainage facilities are properly constructed, operated, and maintained.
4. The City shall, through a combination of drainage improvement fees and other funding mechanisms, ensure that new development pays its fair share of the costs of drainage system improvements.
5. The City shall cooperate with other responsible agencies in ensuring that levees surrounding the city are maintained and improved to provide a minimum 200-year flood protection.
6. The City shall investigate the possibility of consolidating existing reclamation districts as a means of providing better levee maintenance and flood protection.

Goal D: To provide for the collection and disposal of solid waste while minimizing the generation of waste.

Policies:

1. The City shall study and actively pursue methods of solid waste recycling and reuse, including source separation, with the goal of reducing its solid waste generation by 25 percent by 1995 and 50 percent by the year 2000. Recycling methods that involve the production of energy shall be considered.
2. The City shall continue to require mandatory garbage collection throughout the city.
3. The City shall monitor the operations of garbage collection contractors to ensure that service levels are adequate.

4. The City shall maintain close contact with the Yolo County Public Works Department concerning the City's continuing use of the Yolo County Central Landfill and its capacity projections.

Goal E: To ensure that an adequate level of police service is maintained as new development occurs.

Policies:

1. The City shall, through adequate staffing and patrol arrangements, endeavor to maintain the minimum feasible response times for police calls. The goal for average response time for Priority 1 (emergency) calls shall be five minutes.
2. The Police Department shall continually monitor response times and report annually on the results of the monitoring.
3. The City shall encourage the use of private patrols and security personnel in large residential and commercial developments to supplement police services.

Goal F: To ensure that an adequate level of fire service is maintained as new development occurs.

Policies:

1. The City shall endeavor to achieve and maintain an overall fire insurance (ISO) rating of 3 or better. The goal for average response time for Priority 1 (emergency) calls shall be five minutes for 95 percent of the calls.
2. Fire stations shall be strategically located to ensure optimal response time. The existence of physical barriers shall be an important siting consideration.
3. The City shall attempt to offset the need for new fire department staff and equipment and to improve fire safety by requiring installation of built-in fire suppression equipment in all new development.
4. The City shall pursue the development of a local or joint fire training facility.
5. The City shall ensure that special equipment and trained personnel are available to address the needs of high-rise, waterfront, and industrial development.

Goal G: To provide for the educational needs of West Sacramento residents.

Policies:

1. The City shall assist the Washington Unified School District and others in locating and reserving appropriate sites for new schools.
2. Standards established by the School District shall be used in determining the number and location of new school sites. These standards are based on the assumed average number of students per household for each grade level (varies for different types of housing) and the average size of an elementary school, junior high school, or high school.

3. New elementary schools should be located on collector streets *within* residential areas. Elementary schools should be sited to avoid barriers such as railroad tracks and arterial streets that would separate them from the surrounding residential areas.
4. The City shall cooperate with the Washington Unified School District in an effort to ensure adequate financing for new school facilities. To this end, the City shall cooperate with the School District in the collection of school facility development fees from new residential and non-residential development. The City shall also work with the Washington Unified School District to identify, establish, and implement additional measures that may be necessary to adequately finance school facilities in the city.
5. The City shall develop standards for the location of new private schools which address the following considerations:
 - Required off-street parking and street frontage for the drop-off and pick-up of students.
 - Access to the proposed school via city streets.
 - Noise, according to the Health and Safety section of the *General Plan*.
 - Size of the parcel on which a proposed school is to be located in relation to the pupil capacity of the school.
 - Required landscaping and other visual/noise barriers if the proposed school is to be located in a residential area.
6. To promote socioeconomic balance in the student population of neighborhood schools, the City shall consider the mix of low-, moderate-, and high-income households within school attendance areas when reviewing and approving residential development proposals.
7. The City shall encourage the enactment of state legislation to finance the construction of new schools necessary for a growing population.
8. The City shall cooperate with the School District in identifying and evaluating the impacts of demographic changes which may affect the need for new schools, lead to school closures, require the re-opening of closed schools, or lead to the decision that existing school sites should be preserved to meet future needs.
9. The City shall support the efforts of the Yolo County Public Library in providing services to the citizens of West Sacramento.

Goal H: To provide for the health care needs of West Sacramento residents.

Policies:

1. The City shall support the development and maintenance of adequate hospital and acute health care facilities in West Sacramento.
2. The City shall encourage the development of additional convalescent facilities in the city.
3. While the Fire Department will continue to provide first-response medical emergency services, the City shall encourage the expansion of private paramedic and ambulance service within the city.

Goal I: To promote efficiency, convenience, and harmonious relationships in the siting of public facilities.

Policies:

1. Public facilities, such as utility substations, water storage or treatment plants, pumping stations, and sewer treatment plants, shall be located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not adversely affect nearby land uses. Building and landscaping materials that make these facilities compatible with neighboring properties shall be used.
2. Utility company rights-of-way shall be considered for use as public or private open space, trails, parkland, or other compatible recreational uses.
3. The City shall require that all new electrical and communication facilities are installed underground or, in the case of transformers, pad-mounted. The City shall actively promote the undergrounding of existing overhead facilities.
4. The City shall promote the clustering of public and quasi-public facilities such as schools, parks, libraries, child care facilities, and community activity centers. Joint-use of public facilities shall be promoted, and agreements for sharing costs and operational responsibilities among public service providers shall be encouraged.

IMPLEMENTATION PROGRAMS:

1. The City shall continue to review and periodically update the City's *Water Master Plan* consistent with the land use patterns and densities/intensities provided for in the *General Plan*.

Responsibility:

City Council
Public Works Department

Time Frame:

As needed

2. The City shall develop and implement a water meter repair and replacement program.

Responsibility:

Public Works Department

Time Frame:

FY 90-91; ongoing

3. The City shall continue to review and periodically update the City's *Sewer Master Plan* consistent with the land use patterns and densities/intensities provided for in the *General Plan*.

Responsibility:

City Council
Public Works Department

Time Frame:

As needed

4. The City shall continue to identify and correct problems of localized flooding within the city.

Responsibility:

City Council
Public Works Department

Time Frame:

Ongoing

5. The City shall prepare, adopt, review, and periodically update a *Drainage Master Plan* consistent with the land use patterns and densities/intensities provided for in the *General Plan*.

Responsibility:

City Council
Public Works Department

Time Frame:

FY 90-91; as needed

6. The City shall adopt and implement requirements for built-in fire suppression equipment in all new development.

Responsibility:

City Council
Fire Department

Time Frame:

FY 90-91

7. The City shall monitor response times, staffing levels, facilities, and equipment of the fire and police departments to ensure that adequate service levels are maintained.

Responsibility:

City Manager
Fire Department
Police Department

Time Frame:

Annually

8. The City shall continue to monitor the level of service provided by garbage collection contractors to ensure that it adequately meets the needs of residents and business customers.

Responsibility:

City Manager
Finance Department

Time Frame:

Ongoing

9. The City shall adopt an ordinance which addresses standards and requirements for undergrounding of both new and existing overhead electrical and communication utility lines.

Responsibility:

City Council
Public Works Department
Community Development Department

Time Frame:

FY 90-91

10. The City shall prepare, adopt, and periodically update a long-term *Major Projects Financing Plan (MPFP)*, including sewer, water, drainage and other facility improvements, which identifies:

- Service standards
- Specific project descriptions, including cost estimates
- Schedule of improvements
- Financing responsibility, including techniques to be employed

The *MPFP* shall be consistent with the *General Plan*.

Responsibility:

City Council
City Manager
Public Works Department
Community Development Department
Finance Department

Time Frame:

FY 90-91; as needed

11. The City shall prepare, adopt, and submit to Yolo County a Source Reduction and Recycling Element which includes the following components:

- Waste Characterization
- Source Reduction
- Recycling
- Composting
- Solid Waste Facility Capacity
- Education and Public Information
- Funding
- Special Waste
- Household Hazardous Waste

Responsibility:

City Council
Finance Department
Public Works

Time Frame:

FY 90-91

12. The City shall devise a strategy for promoting the development of medical facilities, including a hospital, and expansion of existing medical services in West Sacramento.

Responsibility:

City Manager
Community Services Commission

Time Frame:

FY 91-92

13. The City shall prepare, adopt, review, and update a Police Master Plan.

Responsibility:

City Council
Police Department

Time Frame:

FY 90-91; as needed

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SECTION V

RECREATIONAL AND CULTURAL RESOURCES

GOALS AND POLICIES

Goal A: To establish and maintain a public park system and recreation facilities suited to the needs of West Sacramento residents and visitors.

Policies:

1. The City shall prepare and adopt a *Parks Master Plan* which includes the following components:

- Locational standards
- Preferred sites
- Improvement standards
- Equipment standards
- Identification of existing parkland deficiencies
- Development priorities
- Financing mechanisms
- Acquisition and development of new park sites
- Plans for community and regional parks
- Development of community activity centers

(Potential locations are shown in the City's adopted Parks Master Plan.)

2. The City shall establish a standard of five acres of parkland, three acres of community park and two acres of neighborhood parks, per 1,000 people, or its equivalent in the context of a park dedication ordinance to be established and periodically updated by the City.

rev. 12-8-93

3. New development shall be required to assist in meeting the City's park acreage standard as established in an adopted parkland dedication ordinance. To this end, the City shall require of all new development the dedication of land, dedication of improvements, payment of in-lieu fees, or any combination of these determined acceptable by the City, to the maximum extent authorized by law.
4. The City shall pursue all available and appropriate county, state, and federal funding for the acquisition of parkland and the development of park facilities.
5. Park facilities shall be located within convenient walking-distance of all residents.
6. Neighborhood parks shall be integrated into, and become focal points of, new residential neighborhoods. Non-automobile access shall be facilitated.
7. The City shall promote the development of one or more large-scale park complexes in West Sacramento. The City shall pursue state and regional funding for such a park complex.
8. The City shall optimize, especially for after-school activities, joint-use of school facilities as a high priority for the development of new park and recreational facilities and shall support significant improvement of existing cafeterias and auditoriums.
9. Parks shall be located, oriented, and designed in such a way as to facilitate security, policing, and maintenance.
10. New park and recreation facilities shall provide shade and wind protection to facilitate year-round use.
11. New high-activity-level parks and parks intended for night use shall be designed to buffer existing and planned surrounding residential uses from excessive noise, light, and other potential nuisances.
12. The City shall identify appropriate open spaces, including areas within the Central Business District and along the Sacramento River, for development of safe community activity areas.
13. The City shall emphasize the use of drought-tolerant and drought-resistant landscaping in the development of City parks.
14. The City shall assign high priority to the improvement and rehabilitation of parks in existing neighborhoods.
15. The City shall encourage the use of golf courses and other recreational uses as buffers between incompatible land uses.
16. The City shall consider the use of public funds to develop a municipal golf course.
17. The City shall explore the feasibility of developing a performing arts center, possibly in the Central Business District with the participation of the Washington Unified School District.
18. The City shall pursue the development of a citywide network of pedestrian and bicycle pathways.

Goal B: To promote the provision of private recreational facilities and opportunities.**Policies:**

1. The City shall promote the provision of private open space and recreation facilities in large-scale residential developments in order to meet a portion of the open space and recreation needs that will be generated by the development.
2. The City shall promote the inclusion of private outdoor and indoor recreation facilities in large commercial/industrial projects as a benefit for employees and as a means of reducing demand on public facilities.
3. The City shall encourage the development of golf courses in conjunction with major new development projects.
4. The City shall encourage development of new marinas in appropriate locations on the Sacramento River and along the Deep Water Ship Channel.
5. The City shall promote the development of commercial recreational facilities that meet community needs and complement public parks, facilities, and programs.
6. The City supports the use of the Deep Water Ship Channel for aquatic recreational activities, such as sailing, rowing, kayaking, and canoeing, and supports the establishment of a multi-use aquatic facility along the Deep Water Ship Channel or barge canal. Aquatic parks, boat houses, docks, and other support facilities for boating shall be deemed compatible uses along the Deep Water Ship Channel and the barge canal within all land use designations.

Goal C: To establish recreation programs suited to the broad needs and interests of all West Sacramento residents.**Policies:**

1. The City shall develop and maintain a balanced recreation program which addresses the diverse needs of the various age and interest groups in West Sacramento.
2. The City shall encourage and/or co-sponsor ethnic programs and activities of local interest.
3. The City shall ensure that residents of West Sacramento are given first priority in participation in City-sponsored recreation programs, activities, and leagues and use of City facilities for such activities.
4. The City shall consider unique neighborhood needs in developing facilities and programs for indoor and outdoor activities.
5. In the planning of recreation programs and facilities, the City shall promote the active involvement of all affected residents, including those with special needs, such as the physically disabled and the elderly.

6. The City shall establish cooperative agreements with the Washington Unified School District for the use of school facilities for City-sponsored recreation programs.
7. The City shall periodically survey community attitudes and preferences concerning recreational programs.
8. The City shall annually update statistics on participation in various City recreation programs and use of City recreation facilities.

Goal D: To provide and encourage, to the fullest extent possible, public access to the Sacramento River and Deep Water Ship Channel for recreation purposes.

Policies:

1. The City shall ensure continuous public access to the Sacramento River for its full length within West Sacramento.
2. The City shall seek to ensure continuous public access to the Deep Water Ship Channel, within the limits imposed by safety considerations.
3. Linear access to the Sacramento River and Deep Water Ship Channel shall be linked to the city's overall system of parks, recreational pathways, and open space. To this end, the City shall require the dedication of public access easements through new developments along the Sacramento River and Deep Water Ship Channel.
4. The City shall encourage the development of public and private marinas in appropriate locations on the Sacramento River and along the Deep Water Ship Channel. Siting and development of marinas shall avoid, as much as possible, areas of significant existing riparian vegetation.
5. The City shall support and encourage the development of public and private water-oriented park and recreational facilities along the Sacramento River and the Deep Water Ship Channel.

Goal E: To provide a network of pedestrian and bicycle pathways connecting parks and open space areas with other destination points within and beyond the city of West Sacramento.

Policies:

1. The City shall develop a system of pedestrian and bicycle pathways linking City parks and major open space areas with one another and with nearby residential areas.
2. The City shall develop and implement a *Riverfront Park Master Plan* that provides for a system of continuous pedestrian and bicycle pathways along the Sacramento River.
3. The City shall develop and implement a *Bicycle Route Master Plan* to link parks, scenic areas, the riverfront, schools, the Central Business District, public facilities, and neighborhoods. (Figure II-1 shows a conceptual system of recreational pathways.)

4. The City shall coordinate with SACOG and surrounding jurisdictions to ensure that bicycle pathways within the city connect with existing and planned facilities outside the city.

Goal F: To preserve and enhance West Sacramento's historical heritage.

Policies:

1. The City shall set as a high priority the protection and enhancement of West Sacramento's historically and architecturally significant buildings.
2. The City shall establish a historic district in the Old Broderick area and develop standards for preservation and rehabilitation of historic structures and compatible infill development.
3. The City shall cooperate in the expansion and updating of the Yolo County Historical Resources Survey.
4. The City shall work with property owners in seeking registration of historical structures and sites as State Historic Landmarks or listing on the National Register of Historic Sites.
5. The City and Redevelopment Agency shall support the efforts of property owners to preserve and renovate historic and architecturally significant structures. Where such buildings cannot be preserved intact, the City shall seek to preserve the building facades.
6. Structures of historical, cultural, or architectural merit which are proposed for demolition shall be considered for relocation as a means of preservation. Relocation within the same neighborhood or to another compatible neighborhood shall be encouraged.
7. New development near designated historic landmark structures and sites shall be designed to be compatible with the character of the designated historic resource.
8. The City shall explore the possibility of establishing a city cultural center which might include a historical museum and an art gallery.
9. The City shall consider developing and maintaining the Stone Lock as a point of historical interest.

Goal G: To protect West Sacramento's Native American heritage.

Policies:

1. The City shall refer development proposals that may adversely affect archaeological sites to the California Archaeological Inventory, Northwest Information Center, at Sonoma State University.
2. The City shall not knowingly approve any public or private project that may adversely affect an archaeological site without first consulting the California Archaeological Inventory, Northwest Information Center, conducting a site evaluation as may be indicated, and attempting to mitigate any adverse impacts according to the recommendations of a qualified archaeologist. City implementation of this policy shall be guided by Appendix K of the State CEQA Guidelines.
3. Archaeological sites shall be protected by means of requirements in development permits requiring on-site monitoring by qualified personnel of excavation work in areas identified as archaeologically-sensitive. Development work shall be required to cease in any place where artifacts or skeletal remains have been discovered until these have been examined and evaluated by a qualified archaeologist and arrangements have been made to avoid or otherwise protect valuable resources.

IMPLEMENTATION PROGRAMS

1. The City shall prepare and adopt a *Park Master Plan* that establishes goals, policies, and standards for the location, size, and level of development of all existing and proposed parks. The master plan shall cover at least the succeeding 10-year period, with greater detail devoted to improvements planned for the first five-year period. The following definitions shall be used in the classification of parks:

Classification	Size
Mini-Park	1/2 to 3 Acres
Neighborhood	3 to 10 Acres
Community	10 to 50 Acres
Regional	50 or more Acres

Responsibility:

City Council
Parks and Community Services Department

Time Frame:

FY 90-91

2. The City shall regularly monitor county, state, and federal programs for funding of parkland acquisition, development, and rehabilitation. The City shall actively pursue funding for which it is qualified.

Responsibility:

Community Development Department
Parks and Community Services Department

Time Frame:

Ongoing

3. The City shall periodically review projected park development needs and plans, update cost estimates for park acquisition and development, and remaining development potential based on the *General Plan*. Based on this review, the City shall adjust the park development fee schedule as necessary.

Responsibility:

City Council
Parks and Community Services Department
Finance Department

Time Frame:

Ongoing

4. The City shall prepare, adopt, and periodically update a long-term *Major Projects Financing Plan (MPFP)*, including parks, which identifies:

- Service standards
- Specific project descriptions, including cost estimates
- Schedule of improvements
- Financing Responsibility, including techniques to be employed

Responsibility:

City Council
City Manager
Parks and Community Services Department
Public Works Department
Community Development Department
Finance Department

Time Frame:

FY 90-91; as needed

5. The City shall enter into a joint-use agreement with the Washington Unified School District which provides for use of school facilities for certain City-sponsored recreation programs.

Responsibility:

City Manager
Parks and Community Services Department

Time Frame:

FY 90-91

6. The City shall establish a methodology for periodically surveying community attitudes and preferences for recreation facilities and programs and shall compile statistics concerning use of recreation facilities and program participation.

Responsibility:

City Council
Parks and Community Services Department

Time Frame:

FY 89-90; ongoing

7. The City shall adopt and implement an historical building code, as authorized by state law.

Responsibility:

City Council

Building Department

Time Frame:

FY 90-91; 91-92

8. The City shall amend the *Zoning Ordinance* to provide for the establishment of a historical district in the Old Broderick area and to develop standards for preservation and rehabilitation of historic structures and compatible infill development.

Responsibility:

City Council

Community Development Department

Building Department

Time Frame:

FY 90-91; 91-92

Item 1000

Item 1000

Project

Project

The City of San Francisco is currently reviewing the proposed project and has identified the following issues for consideration:

Recommendations:

- Review the project description and ensure it is consistent with the City's policies and goals.
- Review the project description and ensure it is consistent with the City's policies and goals.
- Review the project description and ensure it is consistent with the City's policies and goals.

City Council
Planning Department

Recommendations:

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Recommendations:

Recommendations:

1. The City of San Francisco is currently reviewing the proposed project and has identified the following issues for consideration:

- Review the project description and ensure it is consistent with the City's policies and goals.
- Review the project description and ensure it is consistent with the City's policies and goals.

Recommendations:

Item 1000

City Council
Community Development Department
Planning Department

Item 1000

2. The City of San Francisco is currently reviewing the proposed project and has identified the following issues for consideration:

Recommendations:

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Item 1000

Item 1000

3. The City of San Francisco is currently reviewing the proposed project and has identified the following issues for consideration:

Recommendations:

Recommendations:

Recommendations:

SECTION VI

NATURAL RESOURCES GOALS AND POLICIES

Goal A: To protect water quality in the Sacramento River, Sacramento Deep Water Ship Channel, Lake Washington, and the area's groundwater basin.

Policies:

1. The City shall prohibit the establishment of any new septic systems within areas where City sewer and water service will be available in the foreseeable future and shall require that new septic tank installations elsewhere be subject to Zoning Administrator use permits.
- 2.. The City shall seek the elimination of existing septic tanks in urbanized areas.
3. The City shall not approve new development that has a significant potential for adversely affecting water quality in the Sacramento River, the Deep Water Ship Channel, Lake Washington, or the area's groundwater basin.
4. The City shall regularly monitor water quality in City wells for evidence of toxics, saltwater intrusion, and other contaminants.
5. The City shall utilize the CEQA process to identify and avoid or mitigate potential groundwater pollution problems resulting from new commercial and industrial development.
6. The City shall support efforts on a county, regional, or statewide basis to reduce runoff of toxic agricultural chemicals into the Sacramento River.
7. The City shall implement measures to minimize the discharge of sediment into its watercourses.
8. The City shall encourage the Port of Sacramento and responsible state agencies to prohibit the discharge of saltwater ballast into the Deep Water Ship Channel.

Goal B: To promote the economic viability of agriculture in West Sacramento and to discourage premature development of agricultural land with non-agricultural uses, while providing for urban needs.

Policies:

1. The City shall support the continuation of agricultural uses on lands designated for urban uses until urban development is imminent.
2. The City shall endeavor to ensure, in approving urban development near existing agricultural lands, that such development will not constrain agricultural practices or adversely affect the economic viability of nearby agricultural operations.
3. The City shall encourage the County of Yolo to retain agricultural uses on lands adjacent to the city.

4. The City shall support tax and economic incentives, at both the local and state levels, to enhance the economic competitiveness of agriculture.
5. The City shall allow and encourage activities that support local agriculture such as farmers' markets, on-site sale of produce, and special events promoting local agricultural products.

Goal C: To protect sensitive native vegetation and wildlife communities and habitat in West Sacramento.

Policies:

1. The City shall encourage and support development projects and programs that enhance public appreciation and awareness of the natural environment.
2. The City shall support state and federal policies for preservation and enhancement of riparian and wetland habitats by incorporating, as deemed appropriate, the findings and recommendations of the California Department of Fish and Game and the U.S. Fish and Wildlife Service into site-specific development proposals.
3. The City shall require site-specific surveys to identify significant wildlife habitat and vegetation resources for development projects located in or near riparian or wetland areas.
4. The City shall ensure no net loss of riparian or wetland habitat acreage and value by regulating development in and near these habitats and promoting projects that avoid sensitive areas. Where habitat loss is unavoidable, the City shall require replacement on at least a 1:1 basis. Replacement entails creating habitat that is similar in extent and ecological value to that displaced by the project. The replacement habitat should consist of locally occurring, native species and shall be located as close as possible to the project site.
5. To minimize disturbance to wildlife, the City shall require the provision and maintenance of an adequate setback between significant wetland habitat and adjacent development. The buffer shall be landscaped with native or compatible introduced ornamental vegetation and may be used for passive recreation purposes.
6. The City shall encourage the maintenance of marsh and riparian vegetation along irrigation/drainage canals and along the Deep Water Ship Channel by requiring that routine maintenance and clearing disturb only one bank per year and maintain the fringes of marsh vegetation.
7. The City shall seek to minimize the loss or degradation of wetland and riparian habitats at the following sites: Lake Washington and associated wetlands; Bee Lakes and associated riparian woodlands; riparian woodlands along the Sacramento River north of the I Street Bridge and south of the barge canal; and riparian woodlands along the Deep Water Ship Channel and the Yolo Bypass.
8. The City shall adopt a conservation ordinance that identifies specific habitats and sites where development could diminish or eliminate significant biological habitat and protects them from the adverse effects of excavating, grading, filling, dredging, removing vegetation, landscaping with exotic species, and other incompatible uses and activities.

9. The City shall support state and federal laws and policies to preserve populations of rare, threatened, and endangered species by ensuring that development does not adversely affect such species or by fully mitigating adverse effects.
10. The City shall not approve projects that would cause unmitigatable impacts on rare, threatened, or endangered wildlife or plant species.
11. The City shall implement measures to ensure that development in the city does not adversely affect fishery resources in the Sacramento River, Deep Water Ship Channel, and Lake Washington.
12. Public access and recreation facilities shall not eliminate or degrade riparian habitat values. Trails, picnic areas, and other developments shall be sited to minimize impacts on sensitive wildlife habitat or riparian vegetation.
13. The City shall promote the use of native plants, especially valley oaks, for landscaping roadsides, parks, and private properties. In particular, native plants should be used along the Sacramento River and in areas adjacent to riparian and wetland habitats.
14. Golf course development shall incorporate, to the maximum extent possible, areas of native vegetation and wildlife habitat.

Goal D: To promote and, insofar as possible, improve air quality in West Sacramento and the Sacramento Region

Policies:

1. The City shall support and participate in local and regional air quality planning programs to ensure the earliest practicable attainment and subsequent maintenance of federal and state ambient air quality standards.
2. The City shall utilize the CEQA process to identify and avoid or mitigate potentially significant air quality impacts of development proposals. The CEQA process shall also be utilized to ensure early consultation with the Yolo-Solano Air Pollution Control District (APCD) concerning air quality issues associated with specific development proposals.
3. The City shall separate sensitive land uses from significant sources of air pollutants or odor emissions.
4. The City shall establish procedures to ensure early notification and coordination with the Yolo-Solano Air Pollution Control District when industrial developments are proposed. Such early coordination will assist applicants in complying with applicable air quality regulations and will assist the City in promptly identifying and resolving potential air quality problems.
5. The City shall promote mixed-uses for major development projects to reduce the length and frequency of vehicle trips.
6. The City shall develop a local circulation system that encourages and accommodates the use of transportation modes other than the automobile.

7. The City shall ensure that new development incorporates the infrastructure, facilities, and design standards necessary to encourage and accommodate transit, ridesharing, and non-automobile travel modes.
8. The City shall encourage the establishment of child care facilities at or near worksites and near residential areas as a means of reducing pollutants from automobile travel.
9. The City shall develop and implement a local Transportation System Management (TSM) ordinance applicable to major projects and employers. The TSM ordinance should be developed in consultation with the Yolo-Solano Air Pollution Control District, Yolo County, the Sacramento Area Council of Governments, and the Sacramento Metropolitan Air Quality Management District. The TSM ordinance should distinguish between the physical facilities to be provided by developers and the trip reduction incentives and programs to be implemented by employers.
10. The City shall verify air quality projections with periodic spot monitoring, especially at identified emission point-sources.
11. Major intersections shall be designed to minimize long vehicle delays which result in carbon dioxide (CO) "hot spots."

IMPLEMENTATION PROGRAMS:

1. The City shall prepare and adopt a conservation ordinance that identifies specific habitats and sites where development could diminish or eliminate significant biological habitat. The ordinance shall protect these habitats from the adverse effects of excavating, grading, filling, dredging, removing vegetation, landscaping with exotic species, and other incompatible uses and activities. In preparing this ordinance, the City shall consider the possibility of including mitigation banking provisions to acquire and enhance sensitive habitats and to compensate for losses attributable to development.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91

2. In conjunction with the preparation of a conservation ordinance, the City shall amend the *Zoning Ordinance* text and map to establish a Resource Conservation Zone (RCZ). The RCZ zone shall be applied to significant habitat areas as well as setbacks or buffers of at least 100-feet between these areas and new development.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91; 91-92

3. The City shall adopt a comprehensive landscape ordinance that shall address planting requirements for screening, ground cover and trees, parking lot shading, acceptable irrigation systems, and water conservation measures, including drought-tolerant plants and drip irrigation systems. The landscape ordinance should also require the use of native plants in new development, particularly along the Sacramento River, adjacent to wetland and riparian areas, and in other open space areas.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91

4. The City *Zoning Ordinance* shall be amended to allow both permanent and occasional farmers' markets in appropriate zoning districts.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91; 91-92

5. The City shall adopt a right-to-farm ordinance.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91

6. The City's development review procedures shall be amended to include routine notification of the Yolo-Solano Air Pollution Control District of all industrial development applications.

Responsibility:

Community Development Department

Time Frame:

FY 90-91

7. The City shall adopt a Transportation Systems Management (TSM) ordinance applicable to major projects and employers in the city.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91

8. The City shall support state and local efforts to establish park-and-ride facilities for commuters.

Responsibility:

City Council

Time Frame:

Ongoing

9. The City shall ensure that signalized intersections are programed to respond to actual traffic volumes.

Responsibility:

Public Works Department

Time Frame:

Ongoing

10. The City shall adopt an ordinance that requires that all stationary sources of air emissions, including residential fireplaces and woodburning stoves, utilize the latest emissions control technology.

Responsibility:

City Council

Building Department

Time Frame:

FY 90-91

11. The City shall continue its program of routinely monitoring groundwater quality and shall establish an air quality monitoring program.

Responsibility:

City Council

Public Works Department

Community Development Department

Time Frame:

FY 90-91

12. The City shall prepare and adopt an air quality mitigation ordinance that requires developers of large projects to pay a fee to generate funds that can be used to reduce regional air pollutant emissions.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91; 91-92

SECTION VII

HEALTH AND SAFETY

GOALS AND POLICIES

Goal A: To prevent loss of life, injury, and property damage due to geologic and seismic hazards.

Policies:

1. The City shall require preparation of geotechnical reports and impose appropriate mitigation measures to ensure, within the limits of technical and economic feasibility, that new structures are able to withstand the effects of seismic activity, including liquefaction.
2. Underground utilities, particularly water and natural gas mains, shall be designed to withstand seismic forces.
3. The City shall request that responsible agencies regularly inspect and repair area levees, as needed, to ensure structural integrity in the event of seismic activity.
4. The City shall conduct an inventory of unreinforced masonry buildings within the city. No change in use to a higher occupancy or more intensive use shall be approved in such structures until an engineering evaluation of the structure has been conducted and any structural deficiencies corrected. The Redevelopment Agency shall be encouraged to assist property owners in reinforcing buildings.
5. The City shall require post-earthquake building replacement, reconstruction, and rehabilitation to conform to the latest City code requirements.

Goal B: To prevent loss of life, injury, and property damage due to flooding.

Policies:

1. The City shall continue to participate in the National Flood Insurance Program. To this end, the City shall ensure that local regulations are in full compliance with standards adopted by the Federal Emergency Management Agency.
2. New residential development, including mobilehomes, shall be constructed so that the lowest floor is at least 12 inches above the 100-year level for storm drainage.
3. Non-residential development shall be anchored and flood-proofed to prevent damage from the 100 year flood or, alternatively, elevated to at least 12 inches above the 100-year flood level.
4. Existing development shall comply with policies B.2. and B.3. when improvements are made costing at least 50 percent of the estimated current market value of the structure before the improvements.
5. New development shall be designed to prevent the diversion of floodwaters onto neighboring parcels.

6. Construction of storm drainage improvements shall be required, as appropriate, to prevent flooding during periods of heavy rainfall.
7. Flood control channels shall be routinely cleared of vegetation and debris which could impede stormwater flows, while protecting significant riparian vegetation.
8. The City shall cooperate with area reclamation districts and other responsible agencies in the maintenance and improvement of levees and drainage channels.
9. The City shall support state and federal legislation which provides funding for the construction of flood control improvements in urbanized areas.
10. The City shall discourage uses that promote the erosion or structural deterioration of levees.
11. The City shall impose appropriate conditions on grading projects performed during the rainy season to ensure that silt is not conveyed to storm drainage systems.

Goal C: To prevent loss of life, injury, and property damage due to wildland, cropland, and structural fires, explosions and release of hazardous materials.

Policies:

1. The City shall require that new development provides all necessary water service, fire hydrants, and roads consistent with Fire Department standards.
2. The City shall ensure that adequate water fire-flow capability is provided throughout the city and shall regularly monitor fire-flow to ensure adequacy. New development shall comply with the following minimum fire-flow rates:

Development Category	Gallons Per Minute
Single-Family Residential	1,000
Multi-Family Residential	1,500

Nonresidential fire flow requirements shall conform to those contained in Appendix IIIA of the *Uniform Fire Code*, 1988 edition, or as revised in a more recent edition of the *Uniform Fire Code*.

3. The Fire Department shall maintain an ongoing fire and life safety inspection program for all commercial, industrial, and high-rise buildings.
4. All new development shall be constructed according to fire safety and structural stability standards contained in the latest adopted *Uniform Fire and Building Codes* and related high-rise regulations.
5. The City shall minimize the dependence of new commercial and industrial developments on City firefighting personnel and equipment by requiring on-site fire suppression systems which include sprinklers and pumps, as deemed necessary.

6. The City shall require property owners to remove fire hazards, including vegetation, hazardous structures and materials, and debris, as directed by the Fire Department.
7. In the development review process, the City shall ensure that adequate fire equipment access is provided and, where appropriate, shall require the use of fire-resistant landscaping and building materials.
8. The City shall regulate the storage and manufacture of flammable, explosive, or otherwise hazardous materials and shall develop standards addressing the transport of these materials within the city.
9. The City shall continue to maintain and update an inventory of businesses that manufacture or maintain hazardous materials on the premises.

Goal D: To ensure that City emergency response procedures are adequate in the event of natural or man-made disasters.

Policies:

1. The City shall maintain, periodically update, and test the effectiveness of its *Emergency Response Plan*. As part of the periodic update, the City shall review county and state emergency response plans and procedures to ensure coordination with the City's plan.
2. The City shall develop and implement public information programs concerning disaster response and emergency preparedness.
3. The City shall identify emergency access routes and shall ensure that they are kept free of traffic impediments.
4. The City shall identify alternative water sources for firefighting purposes for use during a disaster.
5. Critical emergency response facilities such as hospitals, fire, police, emergency service facilities, and utilities shall be sited to minimize their exposure to flooding, seismic effects, fire, or explosion.
6. The City shall designate and develop a command center for use during times of emergency.
7. The City shall develop mutual aid agreements and communications links with surrounding jurisdictions for assistance during times of emergency.
8. The Fire Department shall work with local industries' emergency plans to ensure that each company with 20 or more employees has an emergency plan that is consistent with the City's Emergency Response Plan.

Goal E: To protect city residents from the harmful effects of excessive noise.

Policies:

1. New development of uses contained in Table II-4 shall not be allowed where the noise level due to non-transportation noise sources will exceed the noise level standards of Table II-4 as measured

immediately within the property line of the new development. Where the land uses contained in Table II-4 are proposed in areas exposed to existing or projected exterior non-transportation noise levels exceeding the performance standards in Table II-4, an acoustical analysis shall be required, and appropriate noise mitigation shall be included in the project design.

2. Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table II-4 at existing or planned uses shown in Table II-4, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design. The requirements for the content of an acoustical analysis are given by Table II-5.

Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table II-4 as measured immediately within the property line of land uses designated for in Table II-4.

3. The feasibility of proposed projects with respect to existing and future transportation noise levels shall be evaluated by comparison to Figure II-1.

4. New development of land uses contained in Table II-6 will not be permitted in areas exposed to existing or projected levels of noise from transportation noise sources which exceed the levels specified in Table II-6. Where the land uses contained in Table II-6 are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table II-6, an acoustical analysis shall be required and appropriate mitigation shall be included in the project design.

5. Noise created by new transportation noise sources (other than roadway improvement projects) shall be mitigated so as not to exceed the levels specified in Table II-6 at outdoor activity areas or interior spaces of the existing uses specified in Table II-6.

6. It is anticipated that roadway improvement projects will be required to accommodate build-out of the General Plan. The General Plan EIR acknowledges that existing uses may be exposed to increased noise levels associated with roadway improvement projects as a result of increased roadway capacity and increases in travel speeds. It may not be practical to reduce traffic noise levels due to roadway improvement projects to achieve the standards in Table II-6. However, practical noise mitigation measures should be applied where significant noise impacts result from roadway improvement projects. The following criteria may be used as tests of significance for roadway improvement projects:

- a. Where existing or projected future traffic noise levels are less than 60 dB L_{dn} at the outdoor activity areas of residential uses, increase of over 5 dB L_{dn} due to a roadway improvement project will be considered significant; and
- b. Where existing or projected future traffic noise levels range between 60 and 65 dB L_{dn} at the outdoor activity areas of residential uses, an increase of over 3 dB L_{dn} due to a roadway improvement project will be considered significant; and
- c. Where existing or projected future traffic noise levels are greater than 65 dB L_{dn} at the outdoor activity areas of residential uses, an increase of over 1.5 dB L_{dn} increase due to a roadway improvement project will be considered significant.

Note: As stated earlier, roadway improvement projects can result in increased travel speeds and or an increase in roadway capacity. An analysis of noise impacts associated with a roadway improvement

TABLE II-4
NOISE LEVEL PERFORMANCE STANDARDS
FOR NEW PROJECTS AFFECTED BY OR INCLUDING
NON-TRANSPORTATION NOISE SOURCES

Land Use	Noise Level Descriptor	Exterior Noise Levels		Interior Noise Levels	
		Daytime (10 pm to 7 am)	Nighttime (10 pm to 7 am)	Daytime (10 pm to 7 am)	Nighttime (10 pm to 7 am)
Residential	Hourly L_{eq} , dBA	50	45	45	35
	Maximum Level, dBA	70	65	--	--
Transient Lodging	Hourly L_{eq} , dBA	--	--	45	35
Hospitals, Nursing Homes	Hourly L_{eq} , dBA	--	--	45	35
Theaters, Auditoriums, Music Halls	Hourly L_{eq} , dBA	--	--	35	35
Churches, Meeting Halls	Hourly L_{eq} , dBA	--	--	40	40
Office Buildings	Hourly L_{eq} , dBA	--	--	45	45
Schools, Libraries, Museums	Hourly L_{eq} , dBA	--	--	45	45
Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).					

Note: For the purposes of the Noise Element, transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, loading docks, construction equipment, etc. Refer to the Noise Element background document for further examples. New public play areas such as parks and neighborhood tot-lots are not subject to the performance standards in Table II-4.

**TABLE II-5
REQUIREMENTS FOR AN ACOUSTICAL ANALYSIS**

An acoustical analysis prepared pursuant to the Noise Element shall:

- A. Be the financial responsibility of the applicant.**
- B. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.**
- C. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.**
- D. Estimate existing and projected cumulative (20 years) noise levels in terms of L_{dn} or CNEL and/or the standards of Table II-4, and compare those levels to the adopted policies of the Noise Element.**
- E. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element, giving preference to proper site planning and design over mitigation measures which require the construction of noise barriers or structural modifications to buildings which may be considered to contain noise-sensitive land uses. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.**
- F. Estimate noise exposure after the prescribed mitigation measures have been implemented.**
- G. Describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.**

FIGURE II-1

FEASIBILITY OF DEVELOPMENTS WITH RESPECT TO NOISE

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L _{dn} OR CNEL, dB						INTERPRETATION
	55	60	65	70	75	80	
RESIDENTIAL, THEATERS AUDITORIUMS, MUSIC HALLS MEETING HALLS, CHURCHES	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE	FEASIBLE Specified land use is satisfactory. No noise mitigation measures are required. PROBABLY FEASIBLE Use should be permitted only after careful study and inclusion of protective measures as needed to satisfy the policies of the Noise Element. USUALLY NOT FEASIBLE Development is usually not feasible in accordance with the goals of the Noise Element.
TRANSIENT LODGING - MOTELS, HOTELS	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE	
SCHOOLS, LIBRARIES, MUSEUMS, HOSPITALS, NURSING HOMES, CHILD CARE	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE	
PLAYGROUNDS, NEIGHBORHOOD PARKS	FEASIBLE	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE	
OFFICE BUILDINGS, RETAIL COMMERCIAL	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE	
INDUSTRIAL, MANUFACTURING, UTILITIES	FEASIBLE	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	
GOLF COURSES, OUTDOOR SPECTATOR SPORTS	FEASIBLE	FEASIBLE	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	USUALLY NOT FEASIBLE	

**TABLE II-6
MAXIMUM ALLOWABLE NOISE EXPOSURE
TRANSPORTATION NOISE SOURCES**

Land Use	Outdoor Activity Areas ¹ L _{dn} /CNEL, dB	Interior Spaces	
		L _{dn} /CNEL, dB	L _{eq} , dB ²
Residential	60 ³	45	--
Transient Lodging	60 ³	45	--
Hospitals, Nursing Homes	60 ³	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60 ³	--	40
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

¹ Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

² As determined for a typical worst-case hour during periods of use.

³ Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed, provided that practical exterior noise level reduction measures have been implemented and that interior noise levels are in compliance with this table. An exterior noise level of 70 dB L_{dn}/CNEL shall be allowed in the Triangle Specific Plan Area.

project should evaluate the projected future traffic volumes, speeds, traffic distribution and truck mix with and without the project. Therefore the changes in traffic speeds and traffic volumes along those roadways which are attributed solely to the roadway improvement project will be evaluated with respect to the above-mentioned criteria.

7. Where noise mitigation measures are required to achieve the standards of Tables II-4 and II-6, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project.

Note: New single-family dwellings constructed on existing lots are not subject to City review with respect to satisfaction of the standards of the Noise Element. As a consequence, such dwellings may be constructed in areas where exterior noise levels exceed the standards of the Noise Element. It is not the responsibility of the City to ensure that such dwellings meet the noise standards of the Noise Element, or the noise standards imposed by lending agencies such as HUD, FHA and Cal Vet. If homes are located and constructed in accordance with the Noise Element, it is expected that the resulting exterior and interior noise levels will conform to the HUD/FHA/Cal Vet noise standards.

Goal F: To prevent crime and promote the protection of people and property.

Policies:

1. The Police Department shall provide neighborhood security and crime prevention information and training to neighborhood groups and homeowners' associations.
2. The City shall encourage the use of physical site planning as an effective means of preventing crime. Developers shall design open spaces, parking lots, parks, play areas, and other public spaces so they can be under continuous surveillance by residents. To this end, the Police Department shall participate in the development review process to ensure that crime prevention considerations are incorporated in the design of residential, commercial, industrial, and public facility projects.
3. The City shall provide and maintain an adequate level of police equipment and personnel consistent with city growth and development.

IMPLEMENTATION PROGRAMS:

1. The City shall conduct an inventory of unreinforced masonry buildings within the city and adopt a seismic mitigation program, including requirements for strengthening buildings, changing the use of the buildings to an acceptable occupancy level, or demolishing the buildings.

Responsibility:

City Council
Building Department

Time Frame:

FY 91-92

2. The City shall prepare construction and design standards for underground utilities, particularly natural gas and water, to minimize damage due to seismic activity and soil-related problems.

Responsibility:

Public Works Department

Time Frame:

FY 91-92

3. The City shall adopt the most current editions of the *Uniform Building* and *Uniform Fire Codes*.

Responsibility:

Building Department
Fire Department

Time Frame:

Ongoing

4. The Fire Department shall endeavor to continue to inspect commercial and industrial buildings annually in conjunction with issuance and renewal of business licenses.

Responsibility:

Fire Department

Time Frame:

Annually

5. The City shall continue to require businesses that manufacture, store, use, or transport significant quantities of hazardous materials to annually identify such materials and their quantities and to notify the City of any changes in such materials or activities. The City shall maintain a current inventory of such materials by location for use by the Fire Department and the Community Development Department.

Responsibility:

City Council
Fire Department
Community Development Department

Time Frame:

Ongoing

6. The City shall periodically update the City's Emergency Response Plan.

Responsibility:

City Council
City Manager
Police Department
Fire Department

Time Frame:

FY 90-91; every two years thereafter

7. The City shall periodically conduct tests of its emergency response procedures.

Responsibility:

City Council
City Manager
Police Department
Fire Department

Time Frame:

FY 91-92; every two years thereafter

8. To provide a comprehensive approach to noise control which supports the goals of the Noise Element, the City of West Sacramento shall:

- a. Develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review process and, as may be determined necessary, through the building permit process.
- b. Develop and employ procedures to monitor compliance with the standards of the Noise Element after completion of projects where noise mitigation measures have been required.
- c. Consider implementation of mitigation measures, including but not limited to one or more of the following mitigation measures where existing noise levels significantly impact existing uses, or where the cumulative increase in noise levels resulting from new development significantly impacts those land uses:
 - 1). Rerouting traffic onto streets that have low traffic volumes or onto streets that do not adjoin identified noise-sensitive land uses.
 - 2). Rerouting trucks onto streets that do not adjoin identified noise-sensitive land uses.
 - 3). Lowering speed limits.
 - 4). Providing acoustical treatment of buildings.
 - 5). Constructing noise barriers.
 - 6). Alternative pavement materials.
- d. Enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC).
- e. Request that the City Police Department actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems.
- f. Purchase only new equipment and vehicles which comply with noise level performance standards based upon the best available noise reduction technology.
- g. Periodically review and update the Noise Element to ensure that noise exposure information and specific policies are consistent with changing conditions within the community and with noise control regulations or policies enacted after the adoption of this Element.

Responsibility:

City Council
Community Development Department
City Attorney

Time Frame:

FY 93-94; Ongoing

9. The Police Department shall continue to provide neighborhood security and crime prevention information and training to neighborhood groups and homeowner's associations.

Responsibility:

City Manager
Police Department

Time Frame:

Ongoing

SECTION VIII

URBAN STRUCTURE AND DESIGN

GOALS AND POLICIES

Goal A: To promote the development of a cohesive and aesthetically-pleasing urban structure for West Sacramento.

Policies:

1. The City shall endeavor to maintain and enhance the distinctiveness and integrity of the various neighborhoods and districts within West Sacramento.
2. The City shall use the circulation system and the pedestrian and bicycle pathway system as important structural elements to link and define neighborhoods and districts in West Sacramento.
3. The City shall establish the enhancement of the riverfront along the Sacramento River as a major priority.
4. The City shall seek to preserve the vital qualities of existing, stable neighborhoods and shall promote the development of new neighborhoods with these same qualities.
5. The City shall encourage the development of high intensity and density urban uses in the areas near the barge canal and near the Sacramento River north of the barge canal.
6. The City shall promote the development of a well-defined Central Business District as the center of West Sacramento's civic and cultural life and as the primary pedestrian-oriented commercial center in the city.

Goal B: To enhance the relationship between the City and the Sacramento River.

Policies:

1. The City shall seek to preserve the trees and other vegetation along the banks of the Sacramento River for their aesthetic qualities and environmental and ecological values.
2. The City shall protect and enhance public access to the Sacramento River along the entire riverfront within West Sacramento by providing for development of a continuous pedestrian and bicycle path along the river.
3. The City shall promote the active use of the river through approval of marinas in appropriate locations.
4. The City shall promote the development of important visual and scenic areas along the riverfront, including around the barge canal, for public access, including water-related activities.
5. The City shall promote and enhance open space and pedestrian links between the river and public schools, parks, and other major open space areas.

6. The City shall promote the enhancement of the areas where the "I" Street and Tower Bridges meet the riverfront to create strong, positive, and memorable entryways into West Sacramento and to reinforce the historical significance of these bridges.

Goal C: To preserve existing community character and fabric and promote the development of neighborhoods and districts that emphasize pedestrian convenience.

Policies:

1. The City shall respect existing neighborhood scale and character when infilling and/or upgrading existing residential neighborhoods.
2. The City shall promote the creation of well-defined residential neighborhoods in newly-developing areas. Each of these neighborhoods should have a clear focal point, such as a neighborhood shopping center, park, school, or other open space and community facility, and should be designed to promote pedestrian convenience. To this end, the City shall encourage the use of existing West Sacramento neighborhoods, including the grid street system, as models for the planning and design of new residential neighborhoods.
3. The City shall protect well-defined existing street patterns, such as the grid pattern in the Broderick area.
4. The City shall encourage development that is well-suited to small-scale projects that allow maximum participation of individuals in the development process.
5. The City shall attempt to maintain and enhance the historic character of Old Broderick.
6. The visual impact of automobiles should be minimized in all new development and in the Central Business District.
7. New commercial and office development should promote pedestrian convenience over parking considerations, especially in the Central Business District.

Goal D: To maintain and enhance the quality of the city's landscape and streetscape.

Policies:

1. The City shall endeavor to protect the tree canopy created by mature trees in existing developed areas and in newly developing areas.
2. The City shall require that all new development incorporate the planting of trees and other vegetation to extend the vegetation pattern of older adjacent neighborhoods into new development.
3. The City shall use street trees to enhance and soften the visual character of special and important streets within West Sacramento.
4. The City shall identify appropriate streets for inclusion of landscaped medians.

Goal E: To create a distinctive Central Business District which serves as the City's most important civic and pedestrian-oriented commercial area.

Policies:

1. The City shall promote the development of a well-defined Central Business District (CBD). The CBD shall include civic, commercial, residential, cultural, and recreational uses. In the short-to mid-term, the CBD shall be defined as the existing downtown area focused on the intersection of West Capitol Avenue and Jefferson Boulevard. In the mid- to long-term, the City shall consider redefining the CBD to encompass a larger area extending east to the Sacramento River.
2. The City shall take the lead in upgrading the visual quality of the streets in the CBD.
3. The City shall adopt and implement detailed plans for street improvements in the CBD.
4. The City shall promote the enhancement of the overall quality of development along West Capitol Avenue through infill, private recycling, and public redevelopment, as necessary.

Goal F: To establish the Triangle Area, as a regional, high-density, waterfront-oriented urban core of the City.

Policies:

1. The City shall promote the development of the Triangle Area as a place of civic significance for West Sacramento. The Triangle shall include primarily mid-rise to high-rise office, high-density multiple family residential, ancillary retail, government and institutional uses.
2. The City shall take the lead in attracting business to the Triangle, and in expanding/enhancing the role of the Triangle in the region.
3. The City shall promote the Triangle as a desirable place to live and work, and as an attractive destination for visitors.
4. The City shall adopt and implement a plan which stimulates incremental development of underdeveloped property, and in the interim accommodates existing businesses that are compatible with new development consistent with the Triangle Specific Plan.
5. The City shall promote development in the Triangle Area that complements the character and functions of adjacent surrounding neighborhoods and districts.
6. The City shall assist in the development of urban waterfront improvements in the Triangle Area which establish an image for West Sacramento as a river city.

IMPLEMENTATION PROGRAMS

1. The City shall prepare urban design guidelines for major city entryways and develop plans for appropriate public improvements in these areas.

Responsibility:

Community Development Department
Public Works Department

Time Frame:

FY 91-92

2. The City shall revise the *Zoning Ordinance* to create a new zoning district for the Central Business District.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91; 91-92

3. The City shall prepare detailed plans for street improvements in the CBD, including specifying the number of lanes, necessary realignments, signalization, and cross sections, as well as requirements for parking, curb cuts, sidewalks, and landscaping of medians and street frontages.

Responsibility:

Community Development Department
Public Works Department

Time Frame:

FY 90-91; 91-92

4. The City shall prepare and adopt development standards to assure that new development upgrades the general quality of development citywide.

Responsibility:

City Council
Community Development Department
Public Works Department

Time Frame:

FY 90-91; 91-92

SECTION IX

CHILD CARE

GOALS AND POLICIES

Goal A: To ensure that an adequate and diverse supply of child care facilities and services is available to parents who live and/or work in West Sacramento.

Policies:

1. The City shall monitor child care supply and demand in West Sacramento on an ongoing basis and implement programs to address shortfalls as necessary.
2. The City shall encourage the development of a range of child care facilities and arrangements, including family day care homes, public and private child care centers, and recreation activities, in order to provide alternatives to fulfill the needs of West Sacramento residents and employees.
3. The City shall provide information to assist child care providers in getting started and licensed.
4. Child care facilities shall not be precluded in any land use designation except the Open Space and Heavy Industrial designations.
5. Family day care homes shall be permitted uses in all residential land use designations.
6. The City shall streamline processing and permit regulations to promote the development of child care facilities.
7. Family day care homes shall be exempted from payment of City business license fees.
8. The City shall work with the Washington Unified School District, Head Start, Yolo County Department of Social Services, Child Action, and other public and private organizations to support and promote child care facilities and services.
9. The City shall coordinate and integrate child care programs with housing and social programs wherever feasible.
10. The City shall incorporate child care programs into City-sponsored recreation activities wherever feasible and appropriate.
11. The City shall work with the Washington Unified School District to establish and continue child care programs at school sites.
12. The City shall consider child care transportation needs in its Dial-a-Ride system.
13. The City shall promote the coordination of senior citizen programs and child care programs wherever feasible and appropriate.

14. The City shall pursue available funding sources for the development of child care facilities and programs.
15. The City shall encourage the development of school-age child care to meet existing shortfalls.
16. The City shall encourage residential real estate agents to notify home buyers that family day care homes are permitted, notwithstanding any deed restrictions on operating home occupations (i.e., conditions, covenants, and restrictions).
17. The City shall consider promoting, through density bonuses, the provision of child care facilities in new developments accommodating intensive occupancy use.

Goal B: To provide for affordable child care facilities and services for all West Sacramento residents and employees, including low- and moderate-income families.

Policies:

1. The City shall support and promote subsidized child care for low- and moderate-income families in West Sacramento.
2. The City shall support or contribute to, as budgetary limits permit, the establishment of child care facilities and services. The City shall target its limited resources on the areas of greatest identified need.
3. The City shall encourage the development of child care facilities within the Redevelopment Project Area to serve the needs of low- and moderate-income families.
4. The City shall promote the availability of lower-cost insurance or establishment of insurance pools for child care providers.
5. The City shall support and advocate state and federal legislation to promote affordable child care.

Goal C: To ensure that new development provides for child care facilities and services to meet associated child care demand.

Policies:

1. The City shall establish and maintain a position of child care coordinator, either as a new position, or as a part time responsibility of existing staff, to work with child care providers in West Sacramento and administer the City's child care programs.
2. The City shall encourage the inclusion of child care facilities or payment of in-lieu fees in multi-family housing projects, especially those which serve single parents.
3. The City shall encourage the provision of child care facilities within employee-intensive office/industrial developments.

4. The City shall provide information about child care services in West Sacramento to major employers, developers, and others.
5. The City shall consider the inclusion of child care facilities in the development of public buildings.
6. The City shall consider the impacts on the demand for child care in the city in its environmental review of development projects, and shall encourage developers to mitigate these impacts.
7. The City shall encourage employer and corporate contributions towards employee child care costs.
8. The City shall require new developments to mitigate the impacts on child care demand in West Sacramento by either providing child care facilities or through the payment of in-lieu fees.

Goal D: To provide for high quality child care facilities and programs.

Policies:

1. The City shall establish and maintain a position of child care coordinator, either as a new position or as a part time responsibility of existing staff, to work with child care providers in West Sacramento and administer the City's child care programs.
2. The City shall encourage training and education programs for child care workers in West Sacramento.
3. The City shall publicize and promote child development classes and related child care courses offered at local community colleges and universities.
4. The City shall offer CPR courses and other health and safety training, as deemed necessary, to child care workers at no cost to promote safety in child care facilities and programs.
5. The City shall work with the State Department of Social Services and the Yolo County Department of Social Services to ensure that child care providers in West Sacramento meet state licensing standards.
6. The City shall support state legislation for increased funding for child care facility inspections and training programs.

IMPLEMENTATION PROGRAMS

1. The City shall establish a position of child care coordinator, either as a new position or as a part-time Responsibility for existing staff, to administer the City's child care programs.

Responsibility:

City Council

Time Frame:

FY 90-91

2. The Community Services Commission shall establish a Child Care Committee on a permanent basis to assess child care needs and programs and to advise the City Council and Planning Commission on matters related to child care.

Responsibility:

Community Services Commission

Time Frame:

FY 90-91

3. The City shall provide technical assistance and referrals to persons interested in establishing child care facilities in West Sacramento and shall offer seminars to churches, employers, and other institutions. In doing so, the City shall cooperate with and avoid duplicating services provided by the local child care resource and referral agency.

Responsibility:

Child Care Coordinator

Time Frame:

Ongoing

4. The City shall develop guidelines for waiving or reducing permit and environmental processing and/or development fees for all or certain classes of child care facilities.

Responsibility:

City Council

Child Care Coordinator

Community Development Department

Time Frame:

FY 90-91

5. The City shall coordinate with the local child care resource and referral agency to develop resource and informational materials for distribution to child care providers, employers, parents, developers, and local business and service organizations.

Responsibility:

Child Care Coordinator

Time Frame:

FY 90-91; 91-92

6. The City shall promote and publicize City-sponsored health and safety programs (e.g., CPR, first aid) and coordinate with public and private child care agencies to inform child care providers of the availability of these programs. The City shall work with the local resource and referral agency to encourage the inclusion of health and safety training information in the agency's referrals.

Responsibility:

Child Care Committee
Child Care Coordinator

Time Frame:

FY 90-91; ongoing

7. The City shall revise the *Zoning Ordinance* to permit family day care homes in all residential zones and to allow child care centers by conditional use permits in all zones other than Open Space, Heavy Industrial, and other zones where child care facilities are prohibited for health or safety reasons.

Responsibility:

City Council
Planning Commission
Community Development Department

Time Frame:

FY 90-91; 91-92

8. The City shall revise the *Zoning Ordinance* to allow on-site employee child care facilities as an accessory use in commercial and industrial zones.

Responsibility:

City Council
Planning Commission
Community Development Department

Time Frame:

FY 90-91; 91-92

9. Acting as a model employer, the City shall:

- Review City personnel policies and benefits related to child care;
- Publicize City policies which assist employees in balancing their work and family responsibilities, such as job sharing, family sick leave, and permanent part-time positions;
- Offer child care referral services, lunch hour programs, and other assistance to employees;
- Offer a Dependent Care Assistance Plan to allow employees to use pre-tax dollars to pay for child care.

Responsibility:

City Council
City Manager
Department Heads

Time Frame:

Ongoing

10. The City shall investigate the feasibility of offering low-interest loans or grants to child care operators for the establishment, rehabilitation, or expansion of child care facilities.

Responsibility:

City Council
Redevelopment Agency
Child Care Coordinator

Time Frame:

FY 91-92

11. The City shall work with the Washington Unified School District to expand after-school child care programs.

Responsibility:

City Council
Child Care Coordinator

Time Frame:

Ongoing

12. The City shall explore the feasibility of offering training programs or providing grants for child care education and training.

Responsibility:

Child Care Coordinator

Time Frame:

Ongoing

13. The City and the Redevelopment Agency shall continue to pursue all available and appropriate state and federal funding sources to support the efforts of the public and developers to meet the child care needs of low- and moderate-income households.

Responsibility:

City Council
Redevelopment Agency
Child Care Coordinator

Time Frame:

Ongoing

14. The City shall develop and adopt a child care ordinance to impose fees on new development to mitigate impacts on child care services in West Sacramento.

Responsibility:

City Council
Community Development Department
Child Care Coordinator

Time Frame:

FY 90-91; 91-92

15. The City shall prepare and send out notices to residential real estate agents to inform them that family day care is permitted in homes, notwithstanding any deed restrictions against home occupations (i.e., in CC&Rs), and requesting them to notify potential home buyers.

Responsibility:

Child Care Coordinator

Time Frame:

FY 90-91; ongoing

SECTION X

ADMINISTRATION AND IMPLEMENTATION

GOALS AND POLICIES

Goal A: To provide for the ongoing administration and implementation of the General Plan.

Policies:

1. The City shall annually review the *General Plan Policy Document* and revise it as deemed necessary.
2. The *General Plan* shall be amended no more than four times per year. Each amendment, however, may include multiple changes.
3. The City shall conduct a major review of the *General Plan*, including the *Policy Document* and *Background Report*, every three years and revise it as deemed necessary.
4. The City shall prepare, adopt, and periodically update its *Major Projects Financing Plan (MPFP)*. The *MPFP* shall be reviewed for its consistency with the *General Plan*.
5. The City shall review and amend, as necessary, the *Zoning Ordinance* and *Subdivision Ordinance* to ensure consistency with the *General Plan*.

IMPLEMENTATION PROGRAMS:

1. The City shall annually review the *General Plan Policy Document*, focusing principally on actions undertaken in the previous year to carry out the implementation programs of the Plan. The Planning Commission shall complete its review of the *General Plan Policy Document* and report its findings to the City Council by October 1 of every year. The Planning Commission's report shall include, as the Commission deems appropriate, recommendations for amendments to the *General Plan*. This annual review shall also be used to satisfy the requirements of the *Public Resources Code* (§2108.6) for a mitigation monitoring program.

Responsibility:

Planning Commission
Community Development Department

Time Frame:

FY 91-92; annually thereafter

2. The City shall conduct a major review of the *General Plan*, including the *Policy Document* and *Background Report*, every three years and revise it as deemed necessary.

Responsibility

City Council
Community Development Department

Time Frame:

FY 93-94; every three years thereafter

3. The City shall prepare, adopt, and periodically update its *Major Projects Financing Plan (MPFP)*.

Responsibility:

City Council
City Manager
City Department Heads

Time Frame:

FY 90-91; as needed

4. The City shall review and amend, as necessary, the *Zoning Ordinance* and *Subdivision Ordinance* to ensure consistency with the *General Plan*.

Responsibility:

City Council
Community Development Department

Time Frame:

FY 90-91; 91-92

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